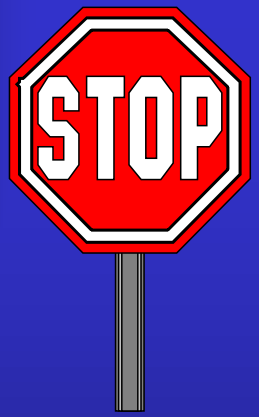
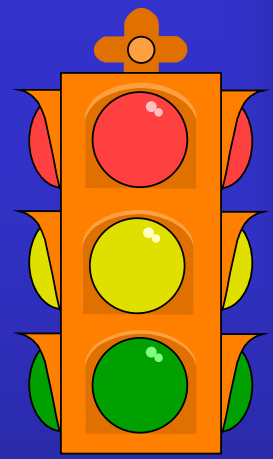
TEPPL





Traffic Engineering Policies, Practices, and Legal Authority Resource

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Mission Statement

- To provide concise and up-to-date policies, practices, and legal authority resources to North Carolina Department of Transportation Engineers and Officials in the most efficient manner. Also, to provide adequate insight and information to County and City officials and to the general public.

TEPPL Workgroup

- Ron King, PE
- Susan Kunz
- Cheryl Bitting
- Clarke Swindell
- David Robertson, PE
- Clarence Bunting, PE
- Steve Piotrowski
- Larry Stallings, PE
- Ken Ivey, PE

Past Contributors

- Troy Peoples, PE
- Melody Bennett
- Frank Murray
- Stephen Overton

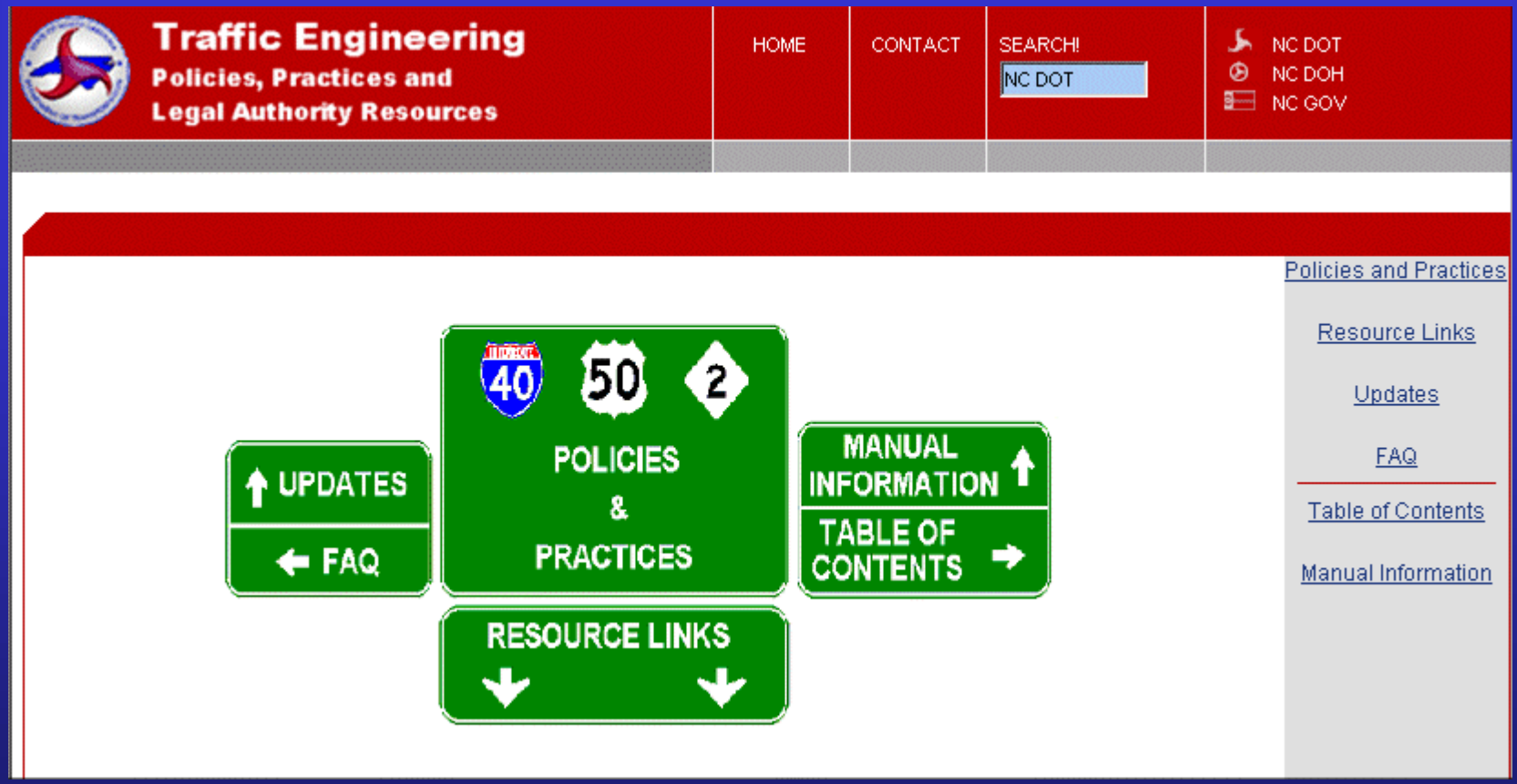
TEPPL Process

- Review old Practices and Policies from the 80's and 90's

- Develop new Practices and Policies to meet today's needs

- Draft and Proposed Practices are reviewed by Division Engineers, Regional Engineers, and others

TEPPL Home Page



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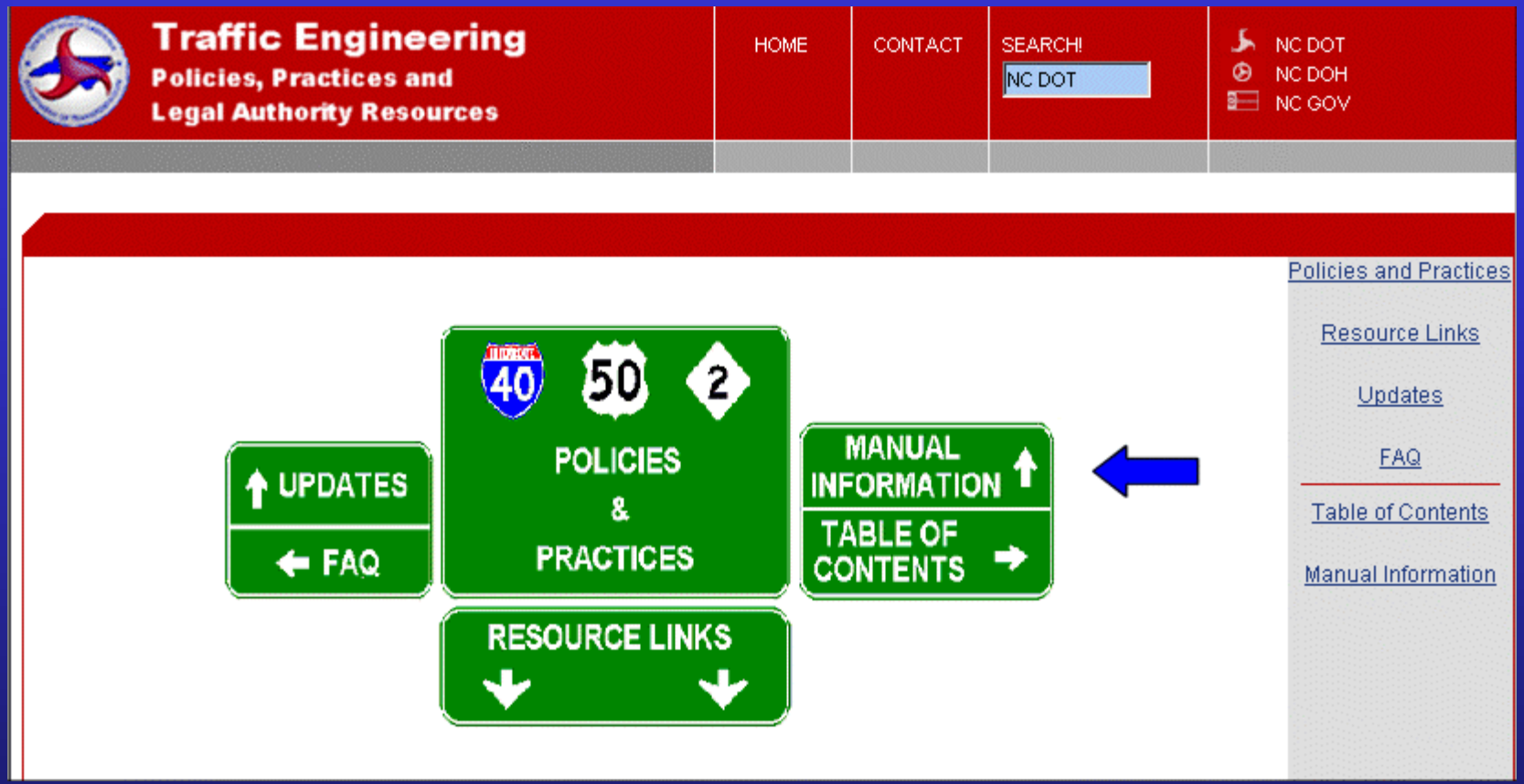

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Traffic Engineering Policies, Practices and Legal Authority Resource (TEPPL)

Traffic Engineering and Safety Systems Branch
Division of Highways
North Carolina Department of Transportation

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Teppl Workgroup August 25, 2004

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Cheryl Bitting, Traffic Engineering Web Master

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David W. Robertson, P.E., M.C.E., Signing Section

Clarence B. Bunting, P.E., Signing Section

Stephen Piotrowski, Signing Section

Larry N. Stallings, P.E., Signing Section

Ken W. Ivey, P.E., Branch Staff Engineer

Past Contributors

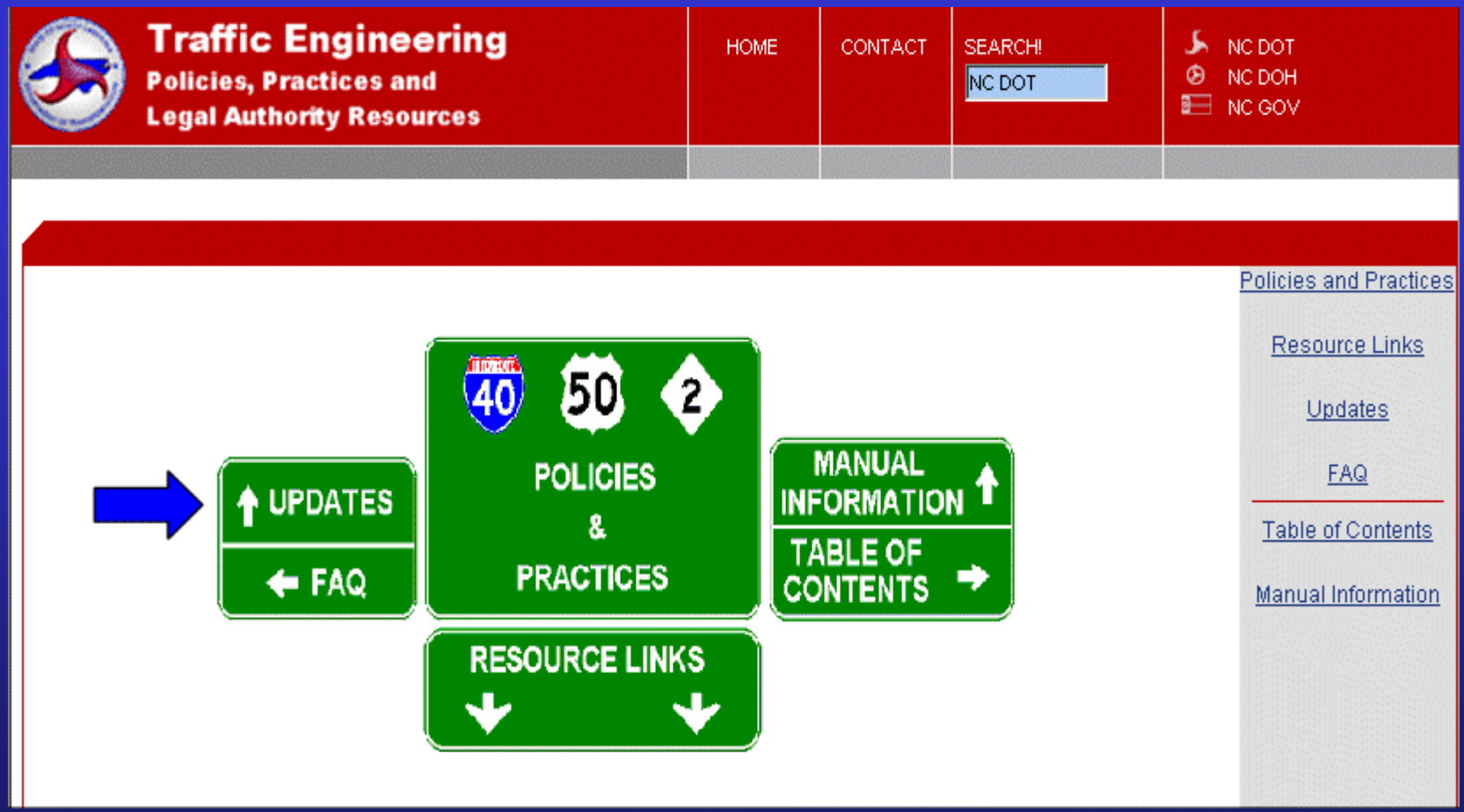
Troy A. Peoples, P.E., State Traffic Engineer (Retired/2004)

Melody Bennett, Computer Consultant (Div. IV)

Frank Murray, Traffic Engineering (Div. VII)

Stephen Overton, Computer Specialist, Signing Section

TEPPL Updates



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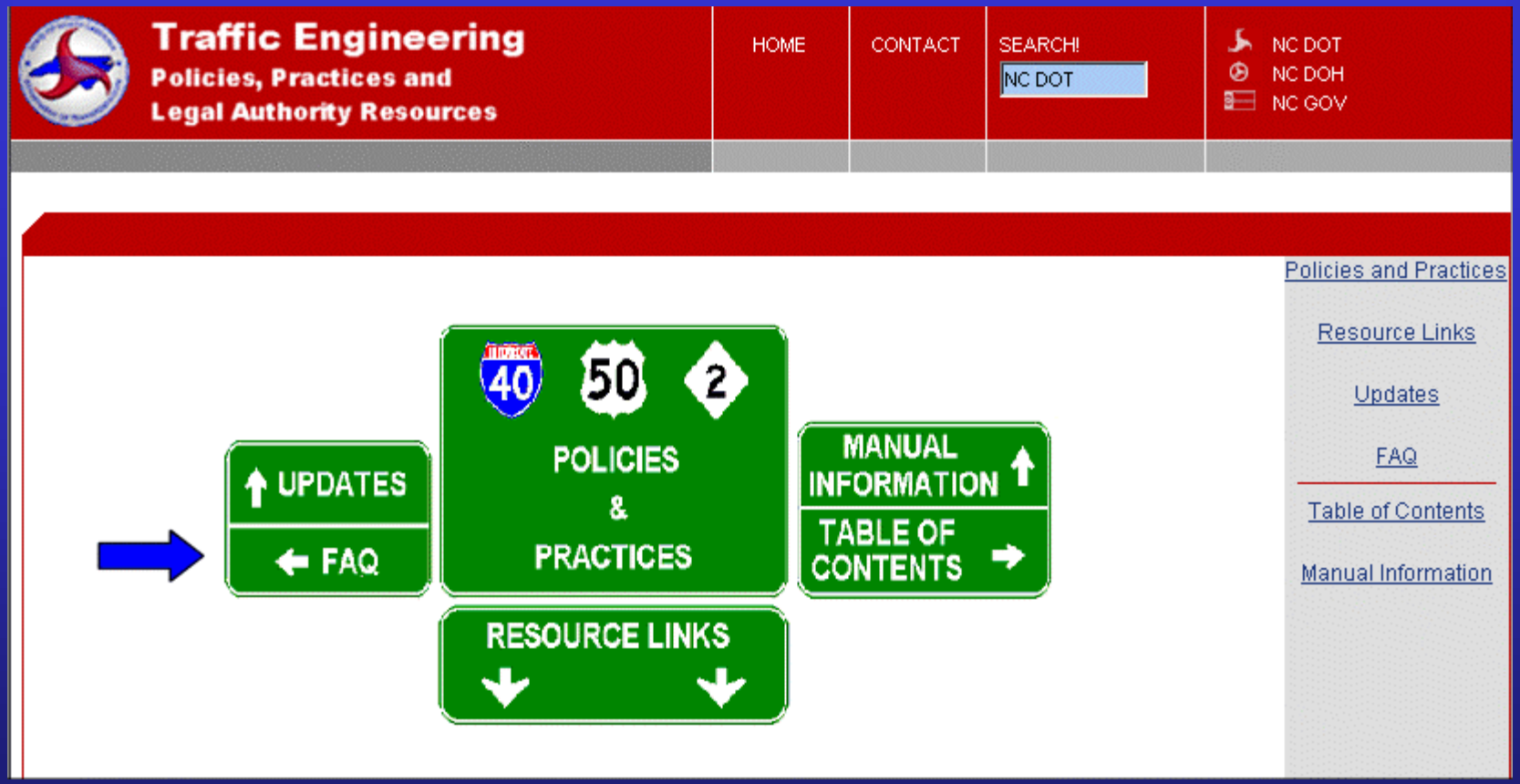
2004: January February March April May June
July August
TEPPL Topics: Coming Soon
NC Department of Transportation
Traffic Engineering Safety
Systems Branch

Updates: Coming Soon

TEPPL Topics coming soon to a Computer near you: **September/October 2004**

A-7	Agricultural Tourism Signing
A-8	Airport Signing
A-23	Agricultural District Signing
B-16	Bridge Ices Before Road
H-13	Historic District Signing
H-14	Historic Landmarks(Sites) Signing
M-06	Median Crossover Signing
M-35	Museum Signing
M-40	Motor Sport Facility/Museum Signing
R-33	River Basin Signing
S-05	Primary (K-5) and Secondary (6-12) School Signing
S-38	Speed Plaques-Advisory Speed
T-13	Traffic Generators- Criteria for Signing
T-15	Traffic Generators That Do Not Warrant Signing
W-17	Welcome To Signing (special)

TEPPL FAQ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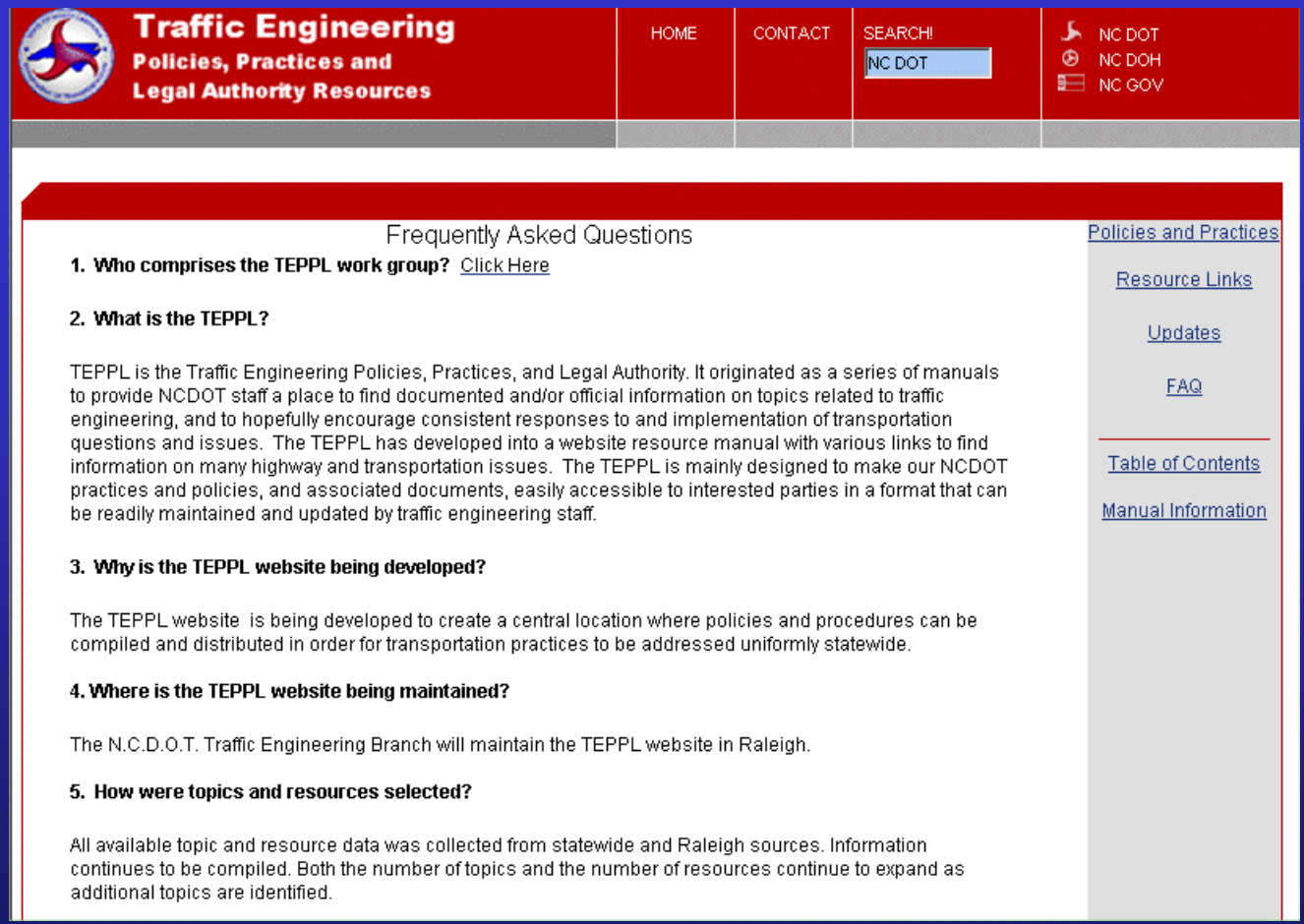

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Frequently Asked Questions

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1. Who comprises the TEPPL work group? Click Here

2. What is the TEPPL?

TEPPL is the Traffic Engineering Policies, Practices, and Legal Authority. It originated as a series of manuals to provide NCDOT staff a place to find documented and/or official information on topics related to traffic engineering, and to hopefully encourage consistent responses to and implementation of transportation questions and issues. The TEPPL has developed into a website resource manual with various links to find information on many highway and transportation issues. The TEPPL is mainly designed to make our NCDOT practices and policies, and associated documents, easily accessible to interested parties in a format that can be readily maintained and updated by traffic engineering staff.

3. Why is the TEPPL website being developed?

The TEPPL website is being developed to create a central location where policies and procedures can be compiled and distributed in order for transportation practices to be addressed uniformly statewide.

4. Where is the TEPPL website being maintained?

The N.C.D.O.T. Traffic Engineering Branch will maintain the TEPPL website in Raleigh.

5. How were topics and resources selected?

All available topic and resource data was collected from statewide and Raleigh sources. Information continues to be compiled. Both the number of topics and the number of resources continue to expand as additional topics are identified.

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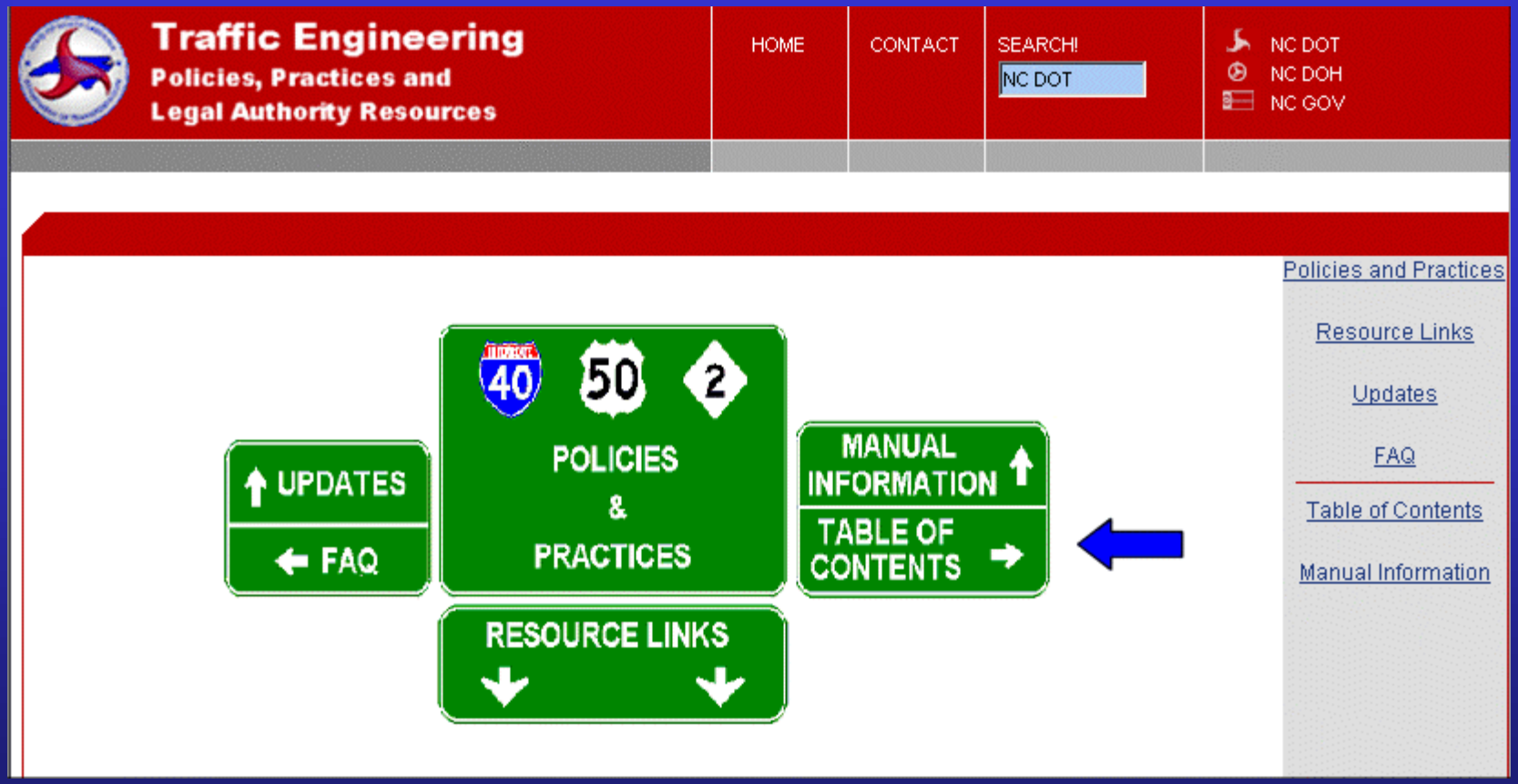

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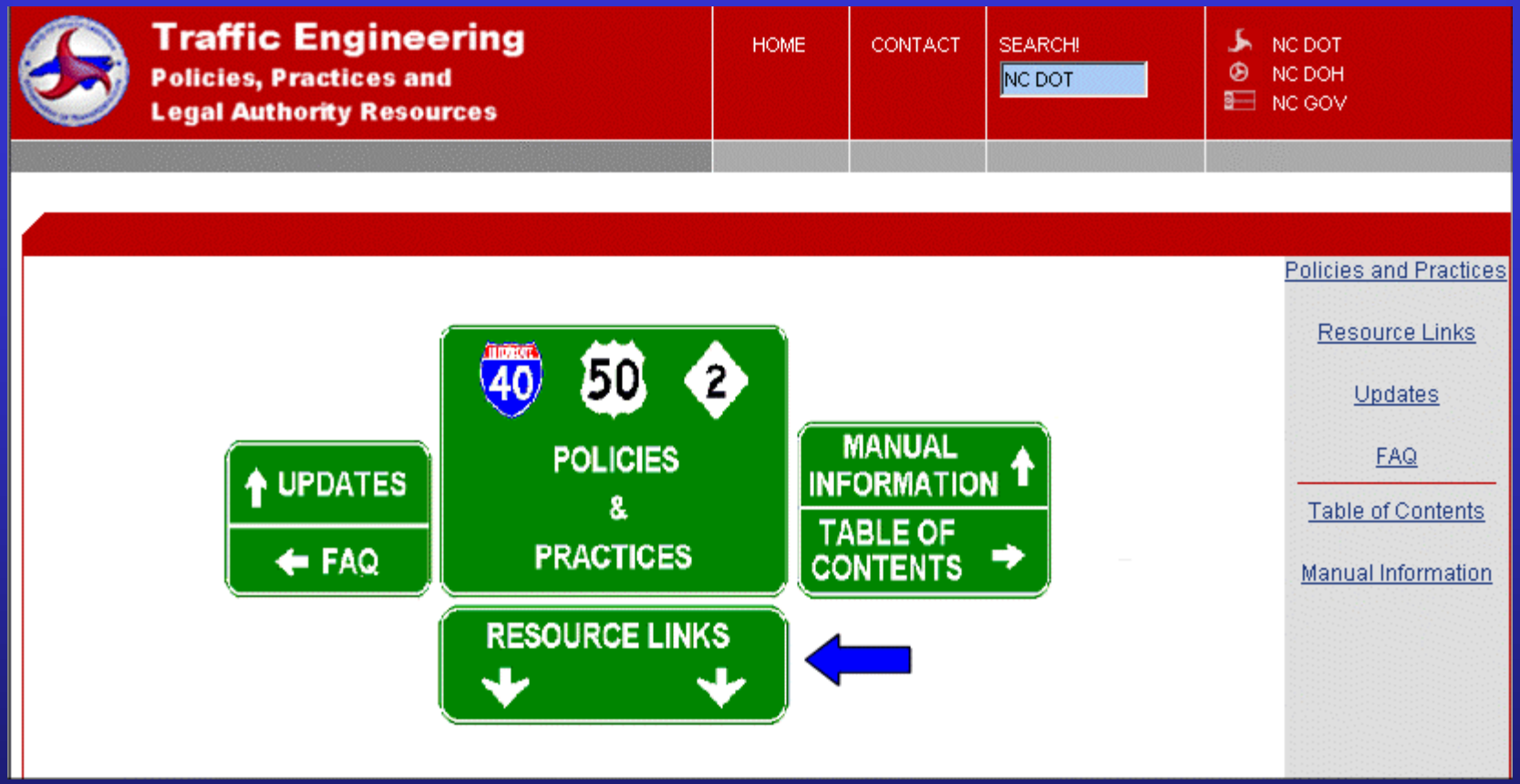
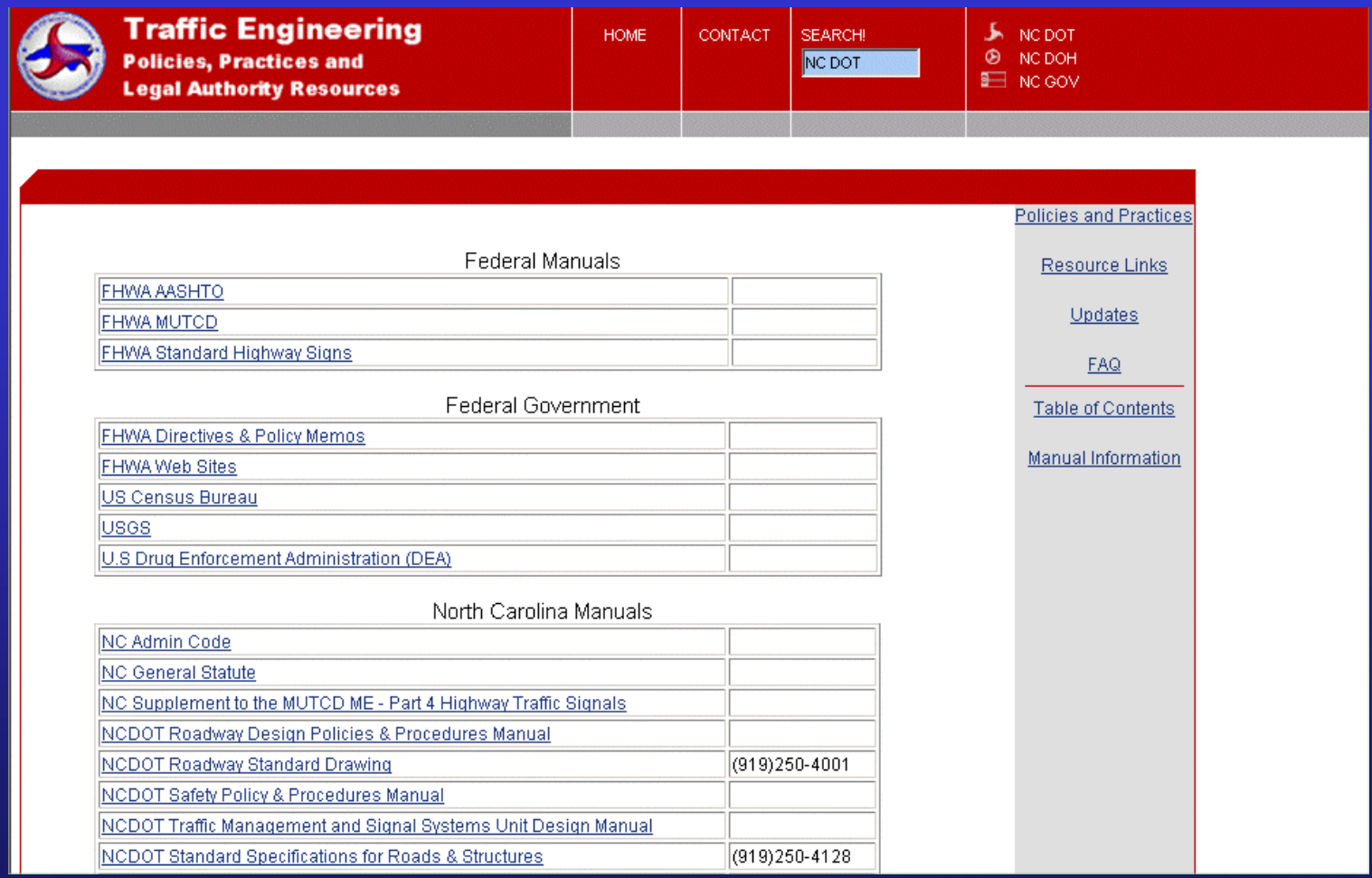
TEPPL Resource Links



TEPPL Online Resource Links



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Federal Manuals

FHWA AASHTO	
FHWA MUTCD	
FHWA Standard Highway Signs	

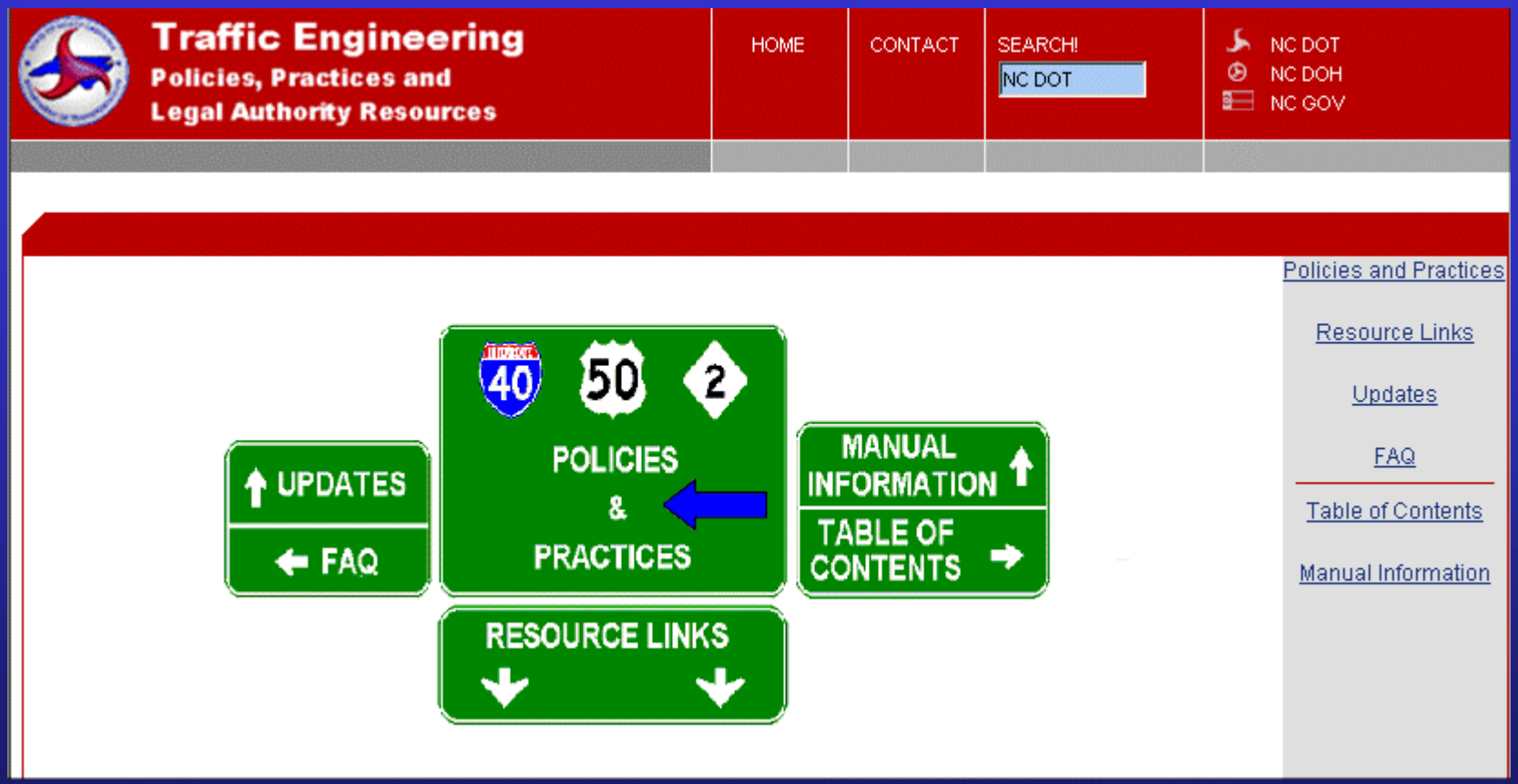
Federal Government

FHWA Directives & Policy Memos	
FHWA Web Sites	
US Census Bureau	
USGS	
U.S Drug Enforcement Administration (DEA)	

North Carolina Manuals

NC Admin Code	
NC General Statute	
NC Supplement to the MUTCD ME - Part 4 Highway Traffic Signals	
NCDOT Roadway Design Policies & Procedures Manual	
NCDOT Roadway Standard Drawing	(919)250-4001
NCDOT Safety Policy & Procedures Manual	
NCDOT Traffic Management and Signal Systems Unit Design Manual	
NCDOT Standard Specifications for Roads & Structures	(919)250-4128

Practices and Policies



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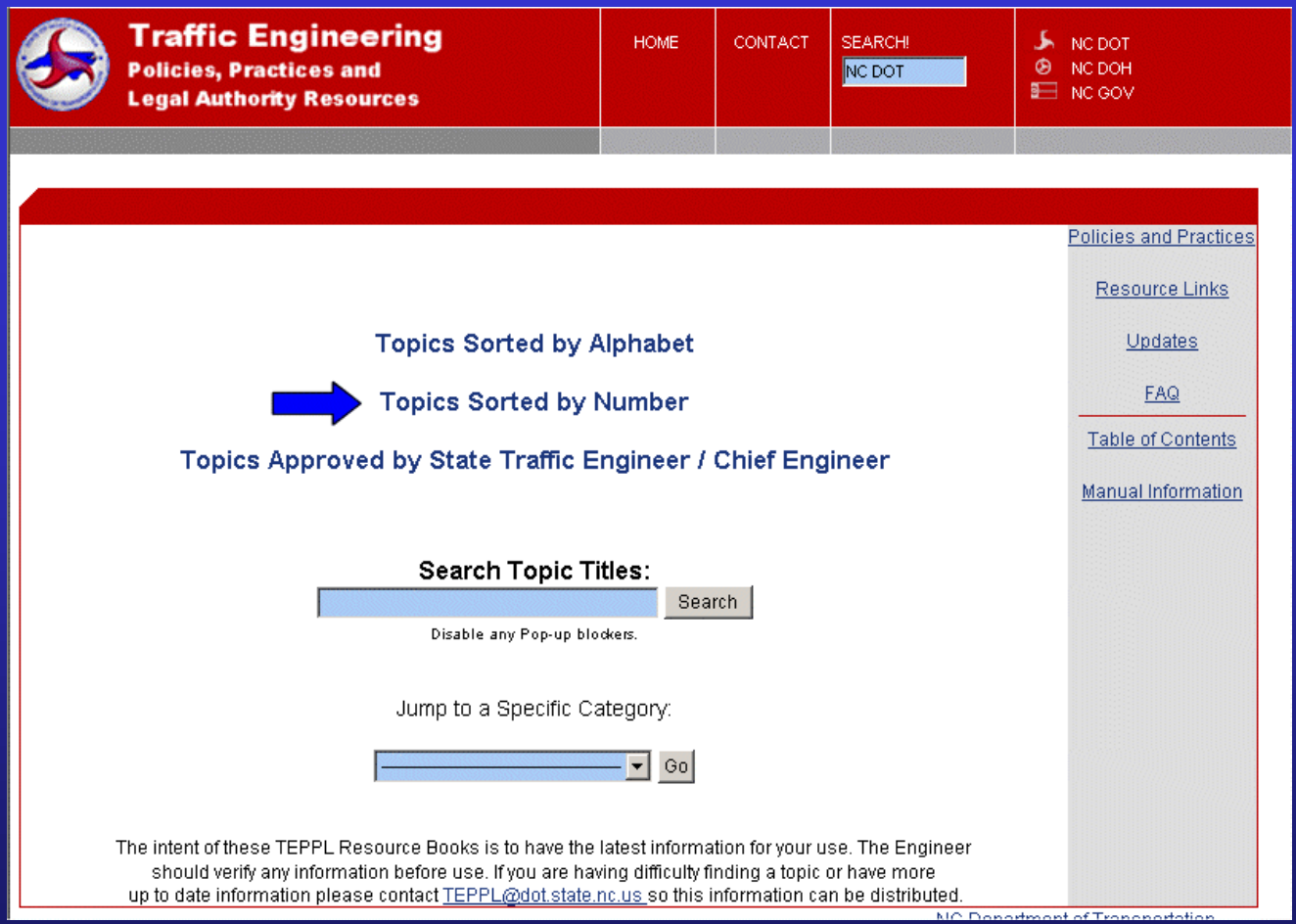

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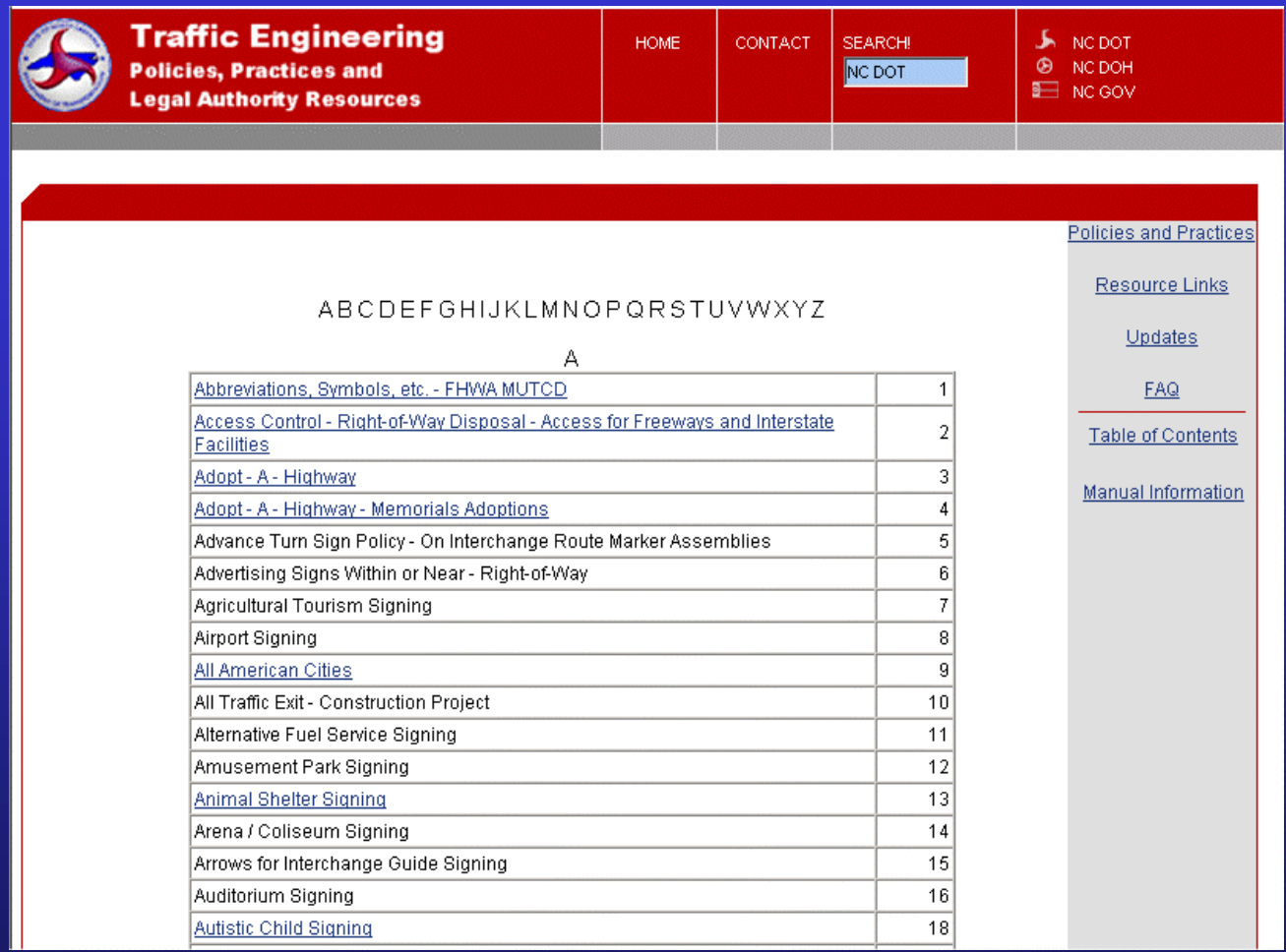

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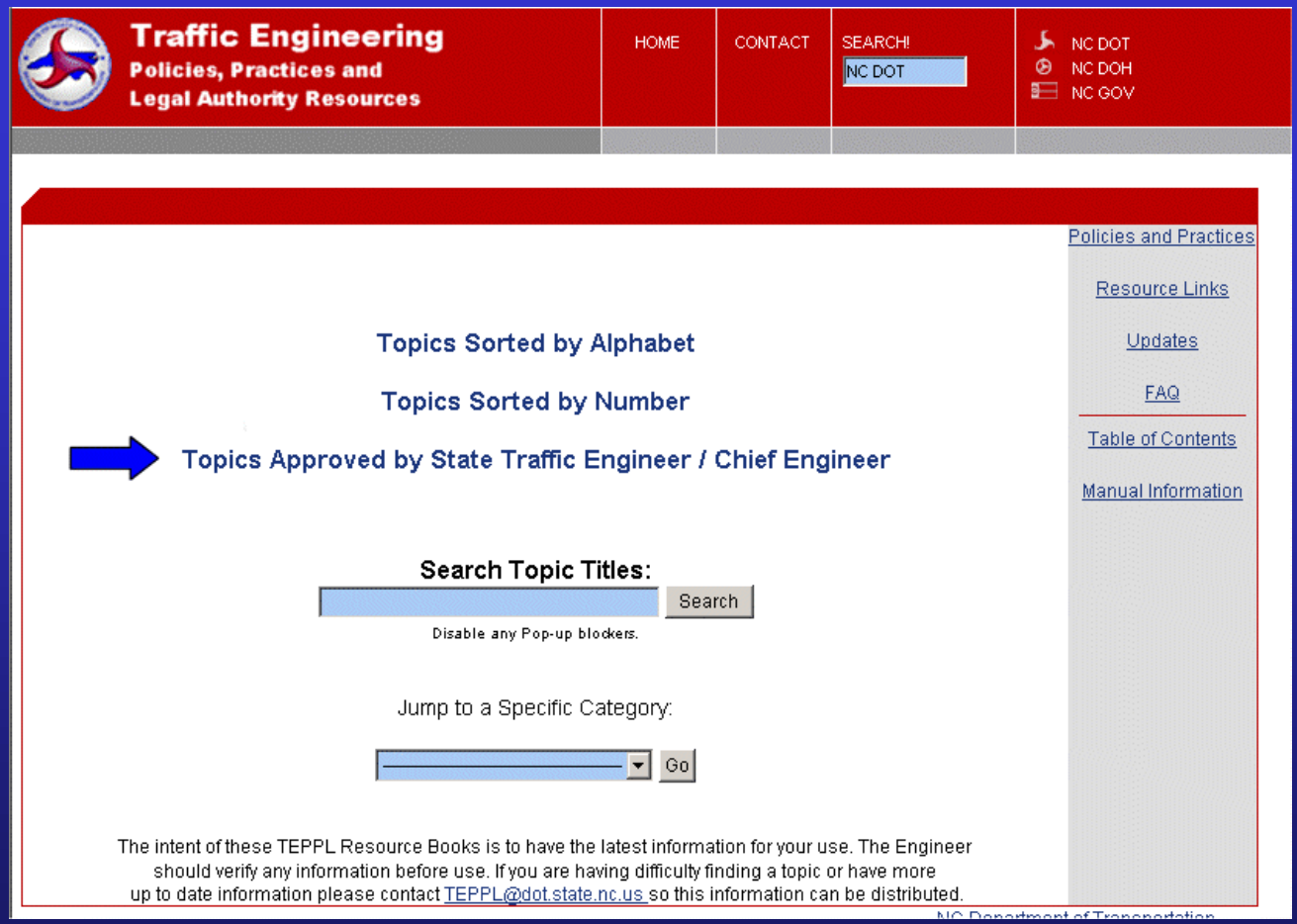
State Traffic Engineer and Chief Engineer



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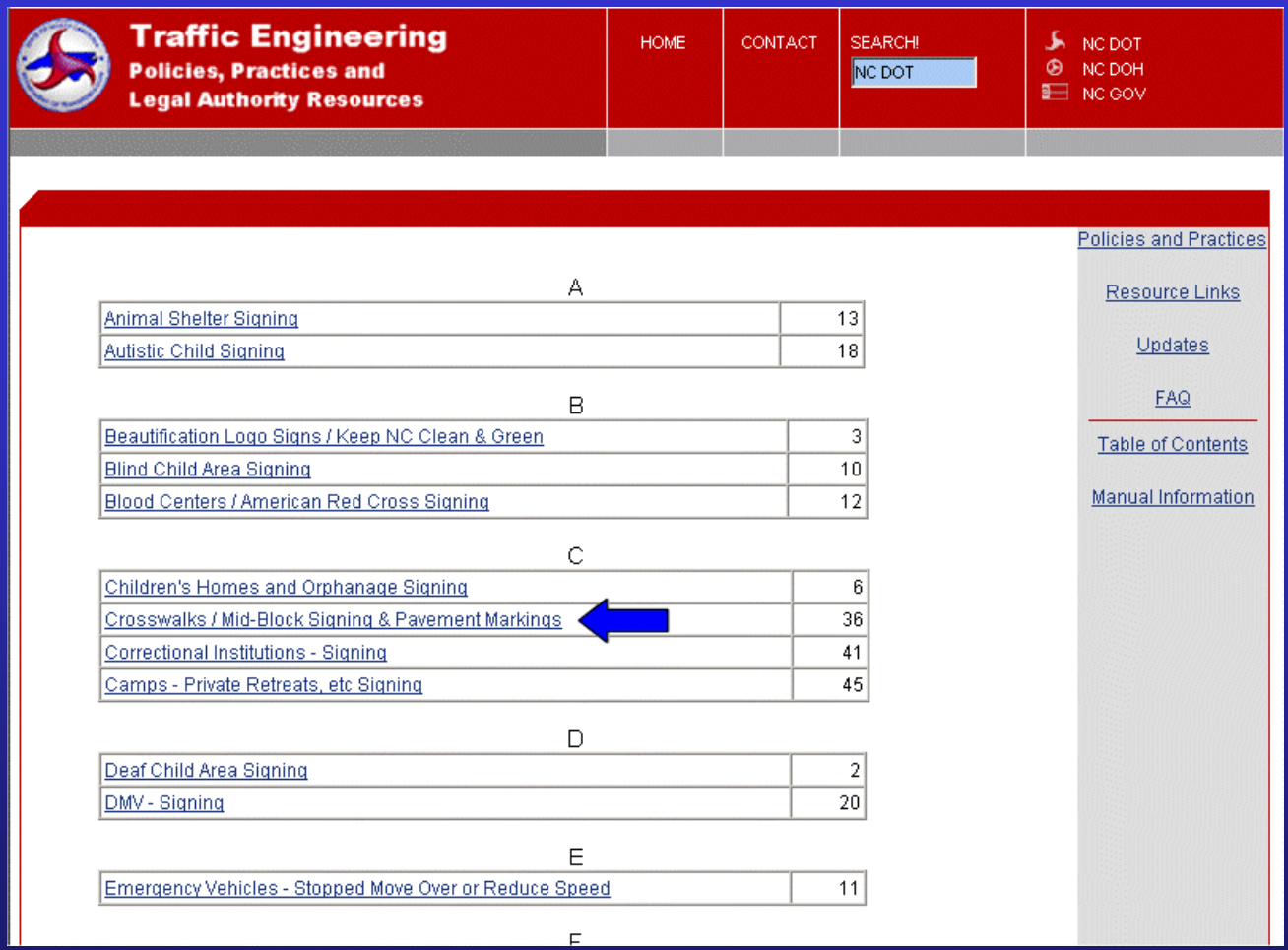

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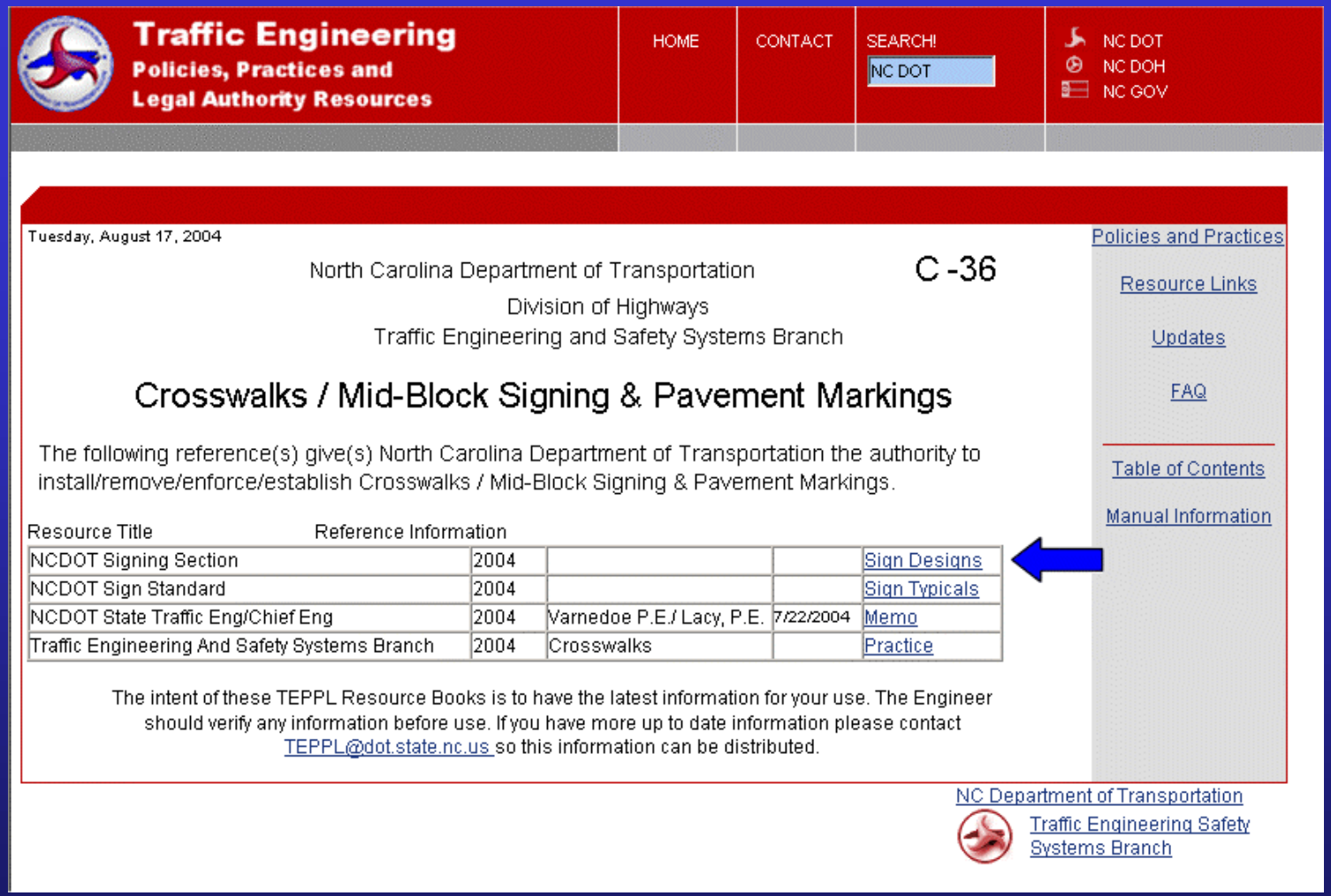

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Tuesday, August 17, 2004

North Carolina Department of Transportation
Division of Highways
Traffic Engineering and Safety Systems Branch

C-36

Crosswalks / Mid-Block Signing & Pavement Markings

The following reference(s) give(s) North Carolina Department of Transportation the authority to install/remove/enforce/establish Crosswalks / Mid-Block Signing & Pavement Markings.

Resource Title	Reference Information			
NCDOT Signing Section	2004			Sign Designs
NCDOT Sign Standard	2004			Sign Typicals
NCDOT State Traffic Eng/Chief Eng	2004	Varnedoe P.E./ Lacy, P.E.	7/22/2004	Memo
Traffic Engineering And Safety Systems Branch	2004	Crosswalks		Practice

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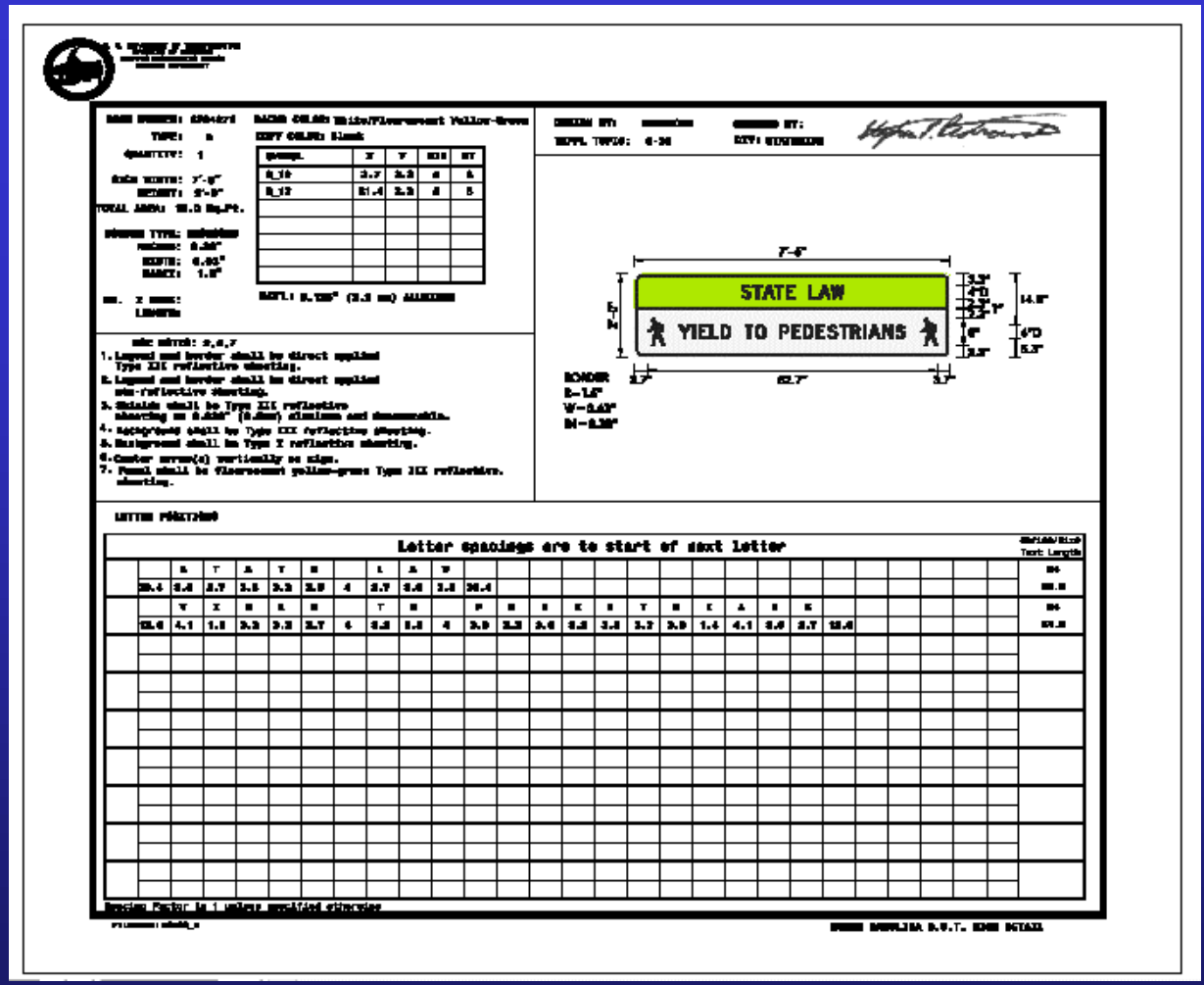
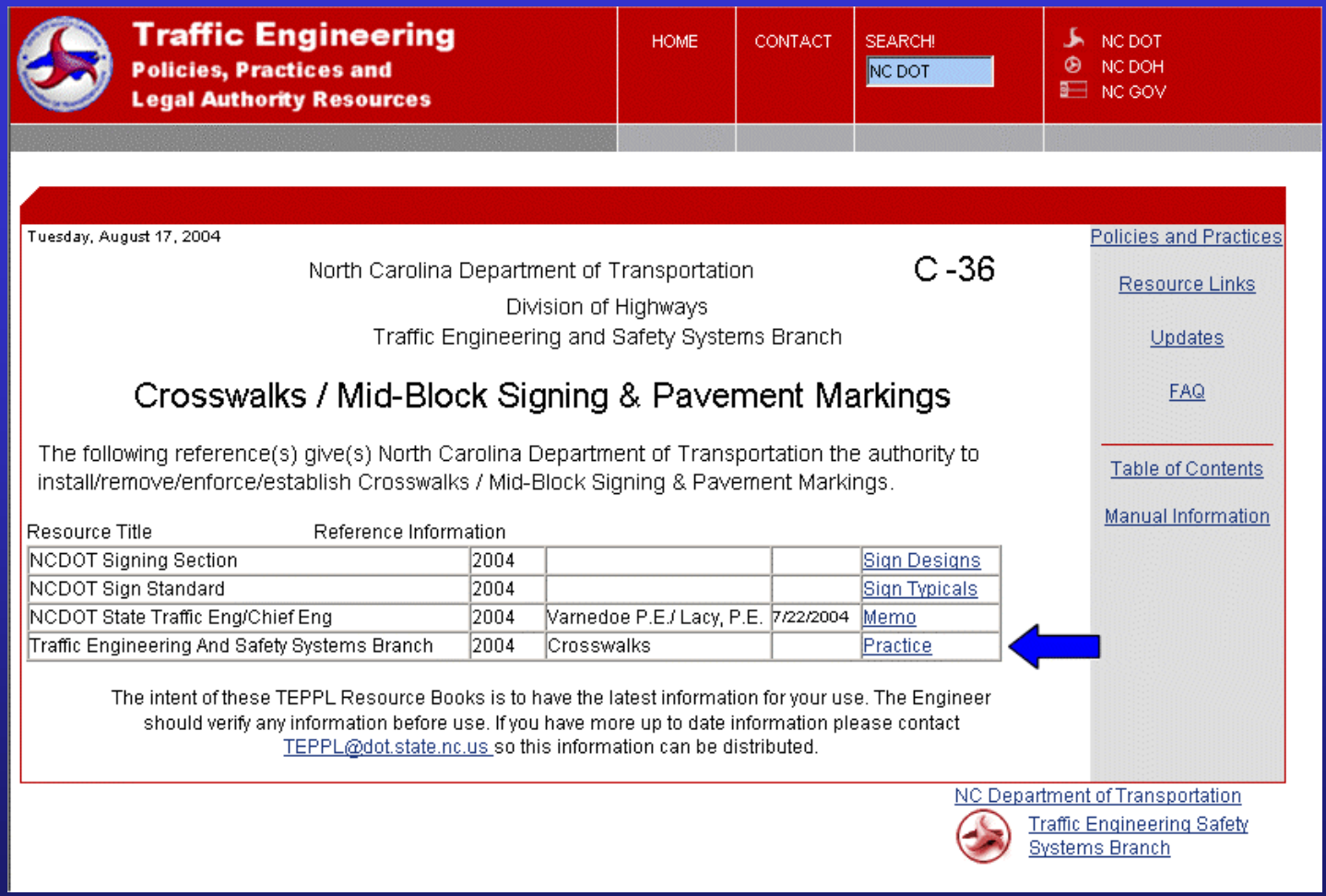
C-36 Mid-Block Crosswalks



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

C-36 Mid-Block Crosswalks



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North Carolina Department of Transportation
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C-36

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NC Department of Transportation
Traffic Engineering Safety Systems Branch

C-36 Mid-Block Crosswalks

6-29-04 C-36

North Carolina Department of Transportation
Division of Highways
Traffic Engineering and Safety Systems Branch

STANDARD PRACTICE
for
Crosswalks - Mid-Block (Unsignalized)
Signing and Pavement Markings

It will be the standard practice of NCDOT to install Mid-Block Crosswalks based on an engineering study. All Mid-Block Crosswalks shall be signed and marked in compliance with the Manual on Uniform Traffic Control Devices (MUTCD), the North Carolina Supplement to the MUTCD, the current NCDOT Roadway Standard Drawings, and the standards herein.

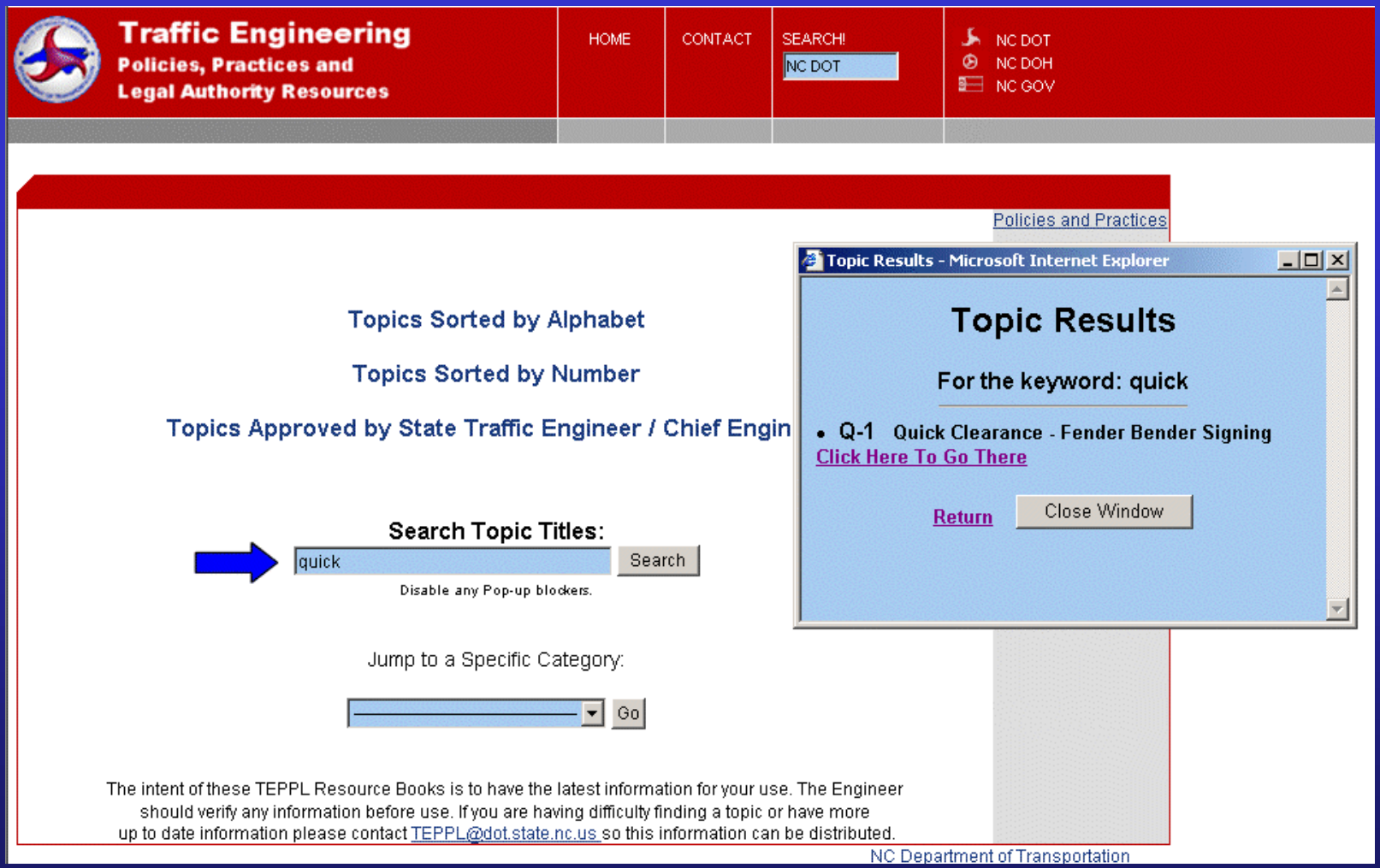
CRITERIA

For Unsignalized Mid-Block Crosswalks(only)

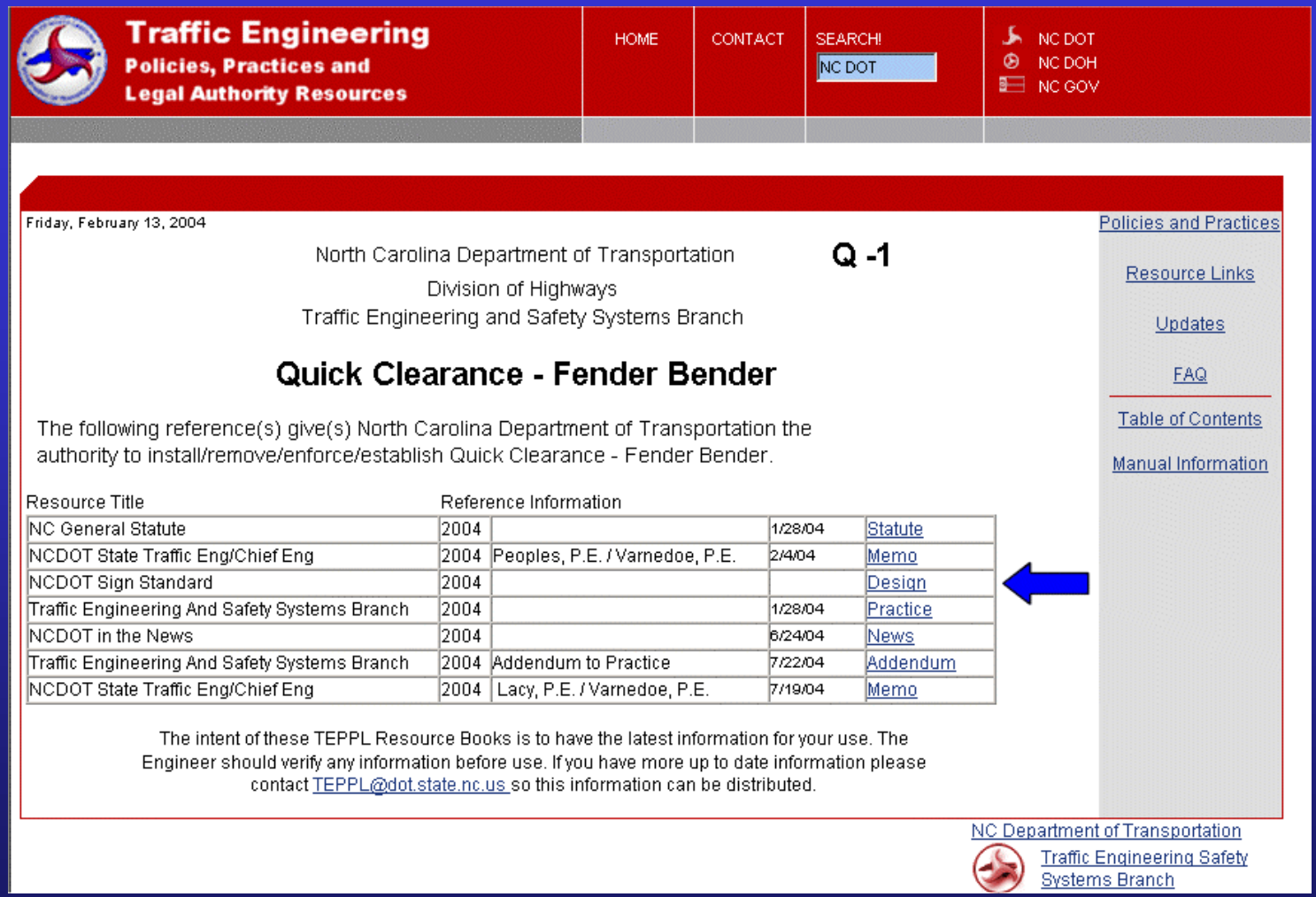
- Installation of a Mid-Block Crosswalk shall be made only after an NCDOT engineering study determines that other alternative traffic control measures are not justified and that a Mid-Block Crosswalk can enhance transportation operation and pedestrian safety. Any operational or safety concerns occurring following installation should be documented, and noted as part of an on going engineering study, and could result in removal of the Mid-Block Crosswalk.
- Unless otherwise determined on the basis of the engineering study, Mid-Block Crosswalks should not be installed on roadways with a speed limit greater than 35 MPH.
- Mid-Block Crosswalks should not be located within 100 feet of a non-signalized intersection and 150 feet of a signalized intersection.
- Mid-Block Crosswalk pavement markings and crossing design should conform to, or exceed, Standard No. 848.05 sheet 1, 2, 3 and/or Standard No.1205.07 as depicted in the current edition of the NCDOT Roadway Standard Drawings. See attached copy.

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Search Engine



Q-1 Quick Clearance



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Friday, February 13, 2004

North Carolina Department of Transportation
Division of Highways
Traffic Engineering and Safety Systems Branch

Q -1

Quick Clearance - Fender Bender

The following reference(s) give(s) North Carolina Department of Transportation the authority to install/remove/enforce/establish Quick Clearance - Fender Bender.

Resource Title	Reference Information			
NC General Statute	2004		1/28/04	Statute
NCDOT State Traffic Eng/Chief Eng	2004	Peoples, P.E. / Varnedoe, P.E.	2/4/04	Memo
NCDOT Sign Standard	2004			Design
Traffic Engineering And Safety Systems Branch	2004		1/28/04	Practice
NCDOT in the News	2004		6/24/04	News
Traffic Engineering And Safety Systems Branch	2004	Addendum to Practice	7/22/04	Addendum
NCDOT State Traffic Eng/Chief Eng	2004	Lacy, P.E. / Varnedoe, P.E.	7/19/04	Memo

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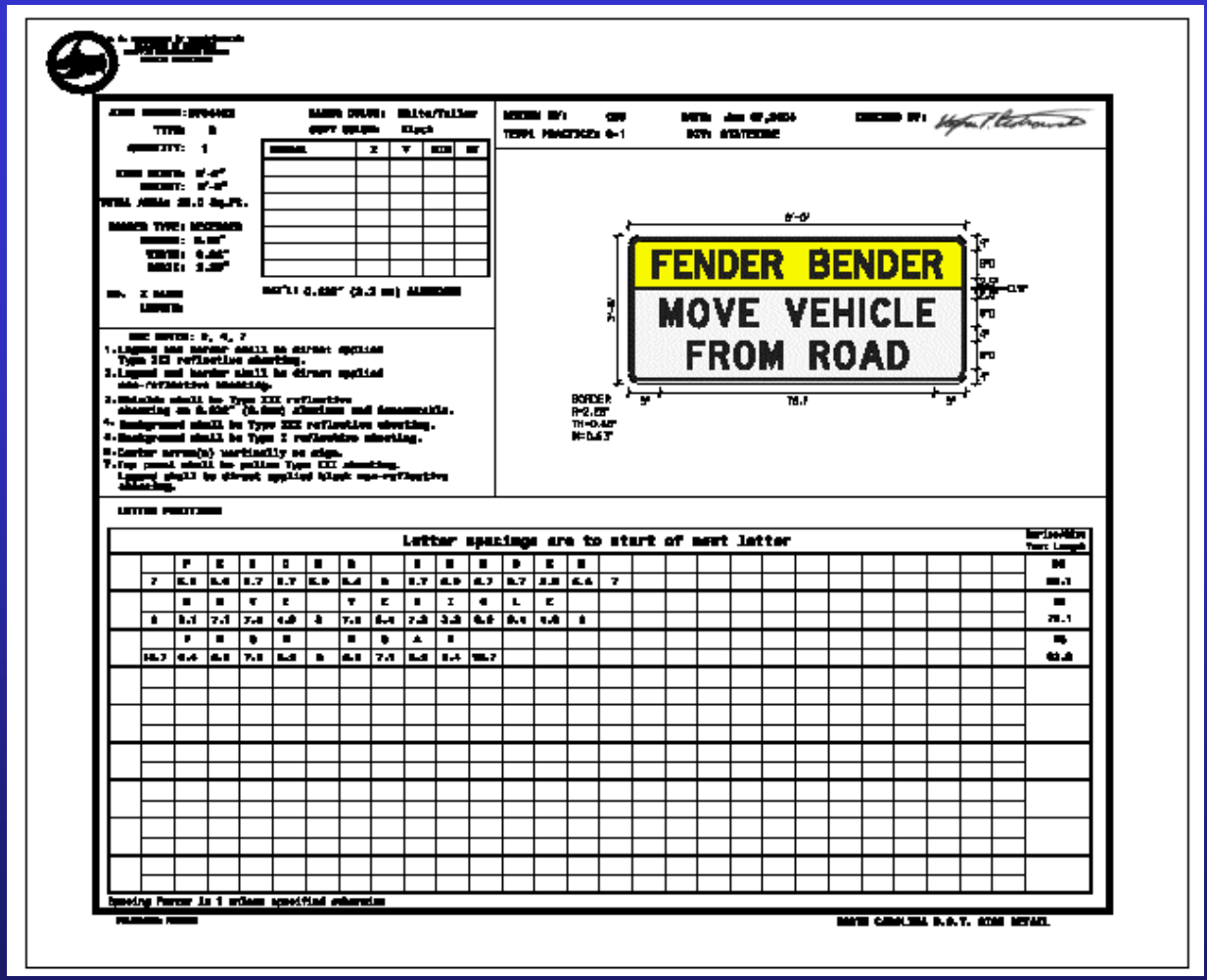

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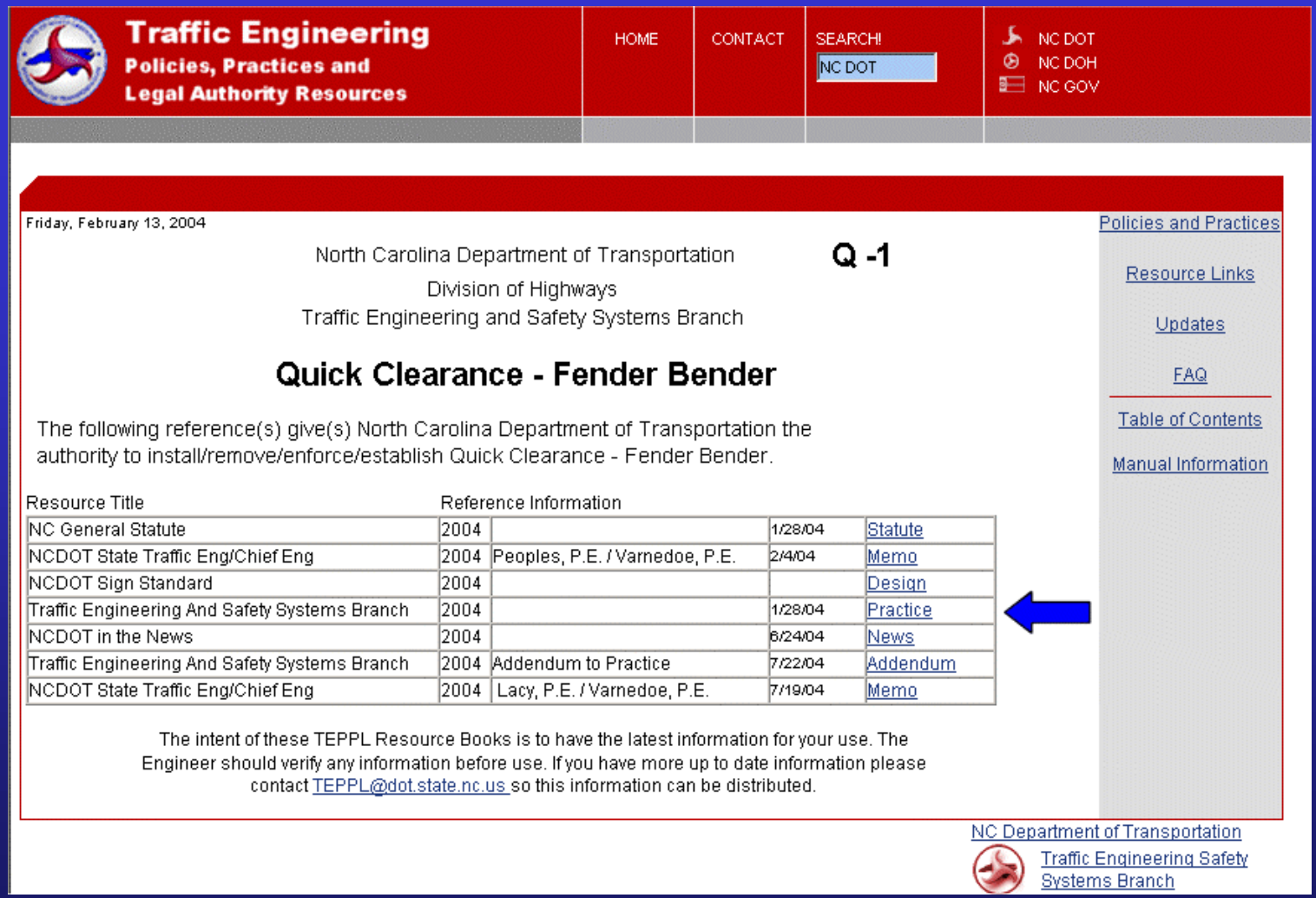

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North Carolina Department of Transportation
Division of Highways
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Traffic Engineering And Safety Systems Branch	2004		1/28/04	Practice
NCDOT in the News	2004		6/24/04	News
Traffic Engineering And Safety Systems Branch	2004	Addendum to Practice	7/22/04	Addendum
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Traffic Engineering Safety Systems Branch

Q-1 Quick Clearance

North Carolina Department of Transportation
Division of Highways
Traffic Engineering and Safety Systems Branch

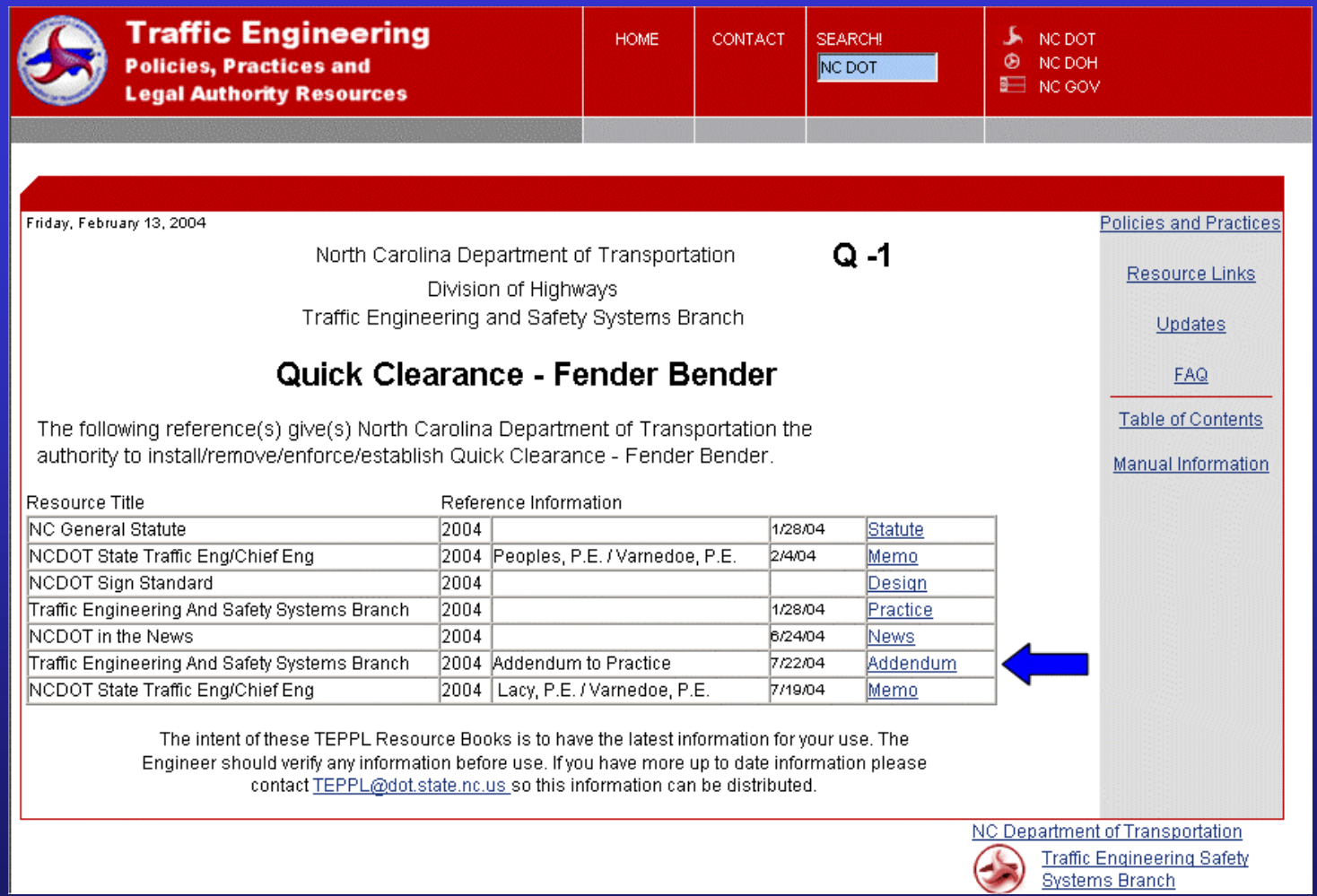
STANDARD PRACTICE
for
Quick Clearance, Fender Bender

It is the standard practice of NCDOT, based on GS 20-166 to install signs on the highway right-of-way to advise motorists to "Move Vehicle From Road" for "Fender Bender" type crashes. All signs shall be located and erected according to the standards of the Manual on Uniform Traffic Control Devices (MUTCD), the North Carolina Supplement to the Manual, and the North Carolina Roadway Standard Drawings.

CRITERIA

- "Fender Bender/ Move Vehicle From Road" signs should be installed on all interstate facilities at selected locations, as determined by the Division Engineer.
- "Fender Bender/ Move Vehicle From Road" signs may be erected at specific locations on the State Highway system as requested by the North Carolina Highway Patrol, the Department of Motor Vehicles or other emergency management officials based on engineering judgment, to advise motorists that vehicles involved in minor crashes can be moved off the roadway legally.
- Signs may be installed at selected locations on other State Highway facilities where the current traffic volumes have a potential for major traffic delays due to crashes.
- All requests should be forwarded to the appropriate Division Engineer for approval.
- All costs associated with the manufacturing, erecting and maintenance of any approved "Fender Bender/ Move Vehicle From Road" signing, will be the responsibility of NCDOT.
- The sign design for "Fender Bender/ Move Vehicle From Road" signing shall conform to the attached approved NCDOT Standards.

Q-1 Quick Clearance



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Traffic Engineering And Safety Systems Branch	2004		1/28/04	Practice
NCDOT in the News	2004		6/24/04	News
Traffic Engineering And Safety Systems Branch	2004	Addendum to Practice	7/22/04	Addendum
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Traffic Engineering Safety Systems Branch

Q-1 Quick Clearance

7-19-04 Q-1
Addendum

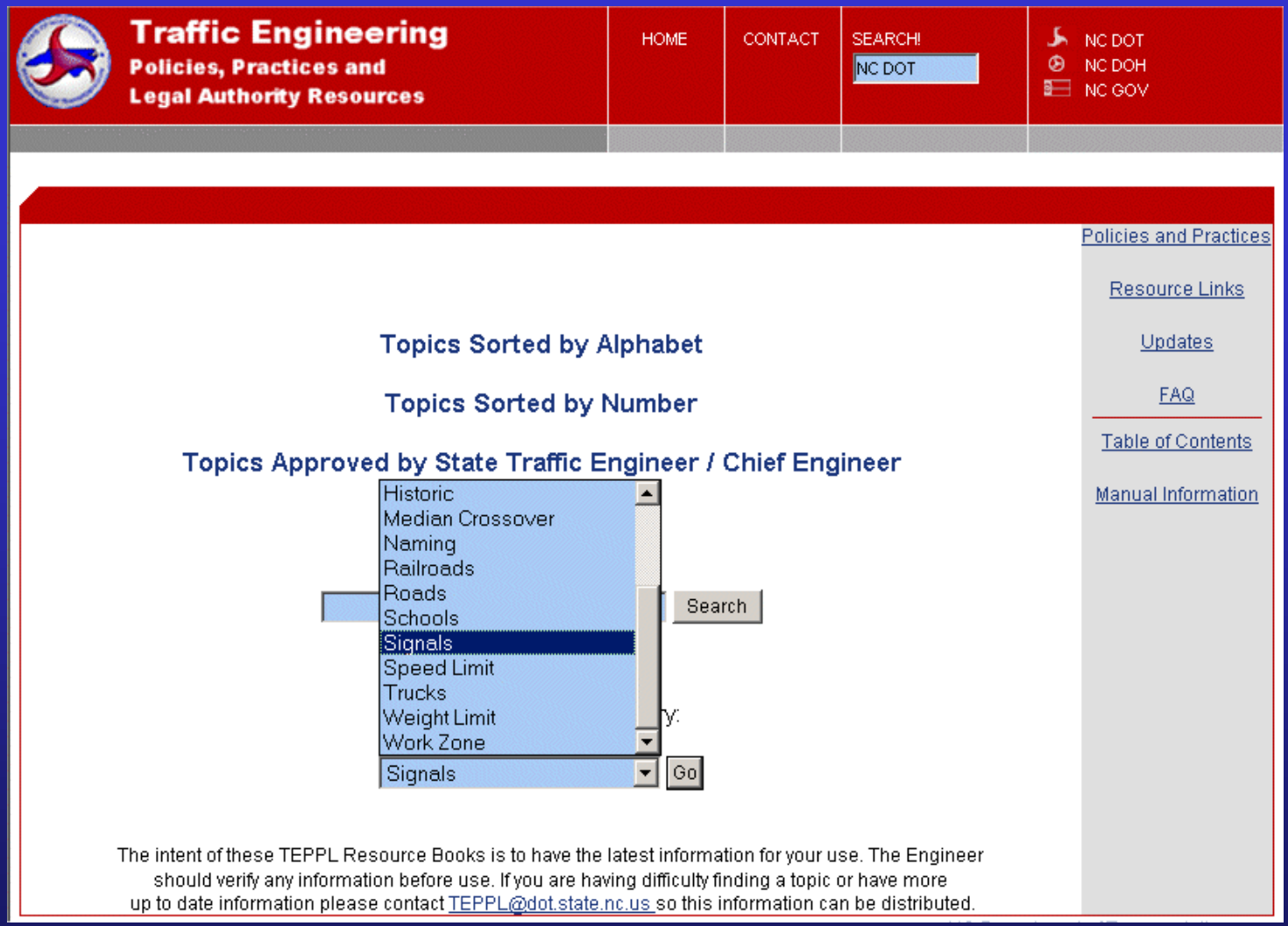
ADDITIONAL GUIDELINES
to the
STANDARD PRACTICE
for
Quick Clearance, Fender Bender

In addition to the Criteria outlined in our Standard Practice, the following guidelines may be considered when determining sign locations:

- Along facilities within active Incident Management Assistance Patrol (IMAP) routes or in urban areas with high congestion and "stop and roll" conditions during peak traffic conditions.
- Downstream after interchanges along an interstate, a freeway type facility, or any other major route at selected locations.
- Where possible, the signs should be installed behind guardrail, along a cut section of the roadway, or other selected locations where the signs will cause the least safety and/or installation problems.
- Minimum spacing of 15 miles between signs along a route being signed.
- Coordination should be established with adjacent Divisions along the same route.
- Within rest areas, welcome centers, truck pull-out areas, etc.
- The final determination on the use of these signs at any specific location rests with the appropriate Division Engineer, based on sign spacing, available funding, etc.

Note: The primary purpose of this practice is to advise motorist to move vehicles from roadway for minor fender bender type collisions as a means of reducing congestion and/or secondary collisions.

Category Search



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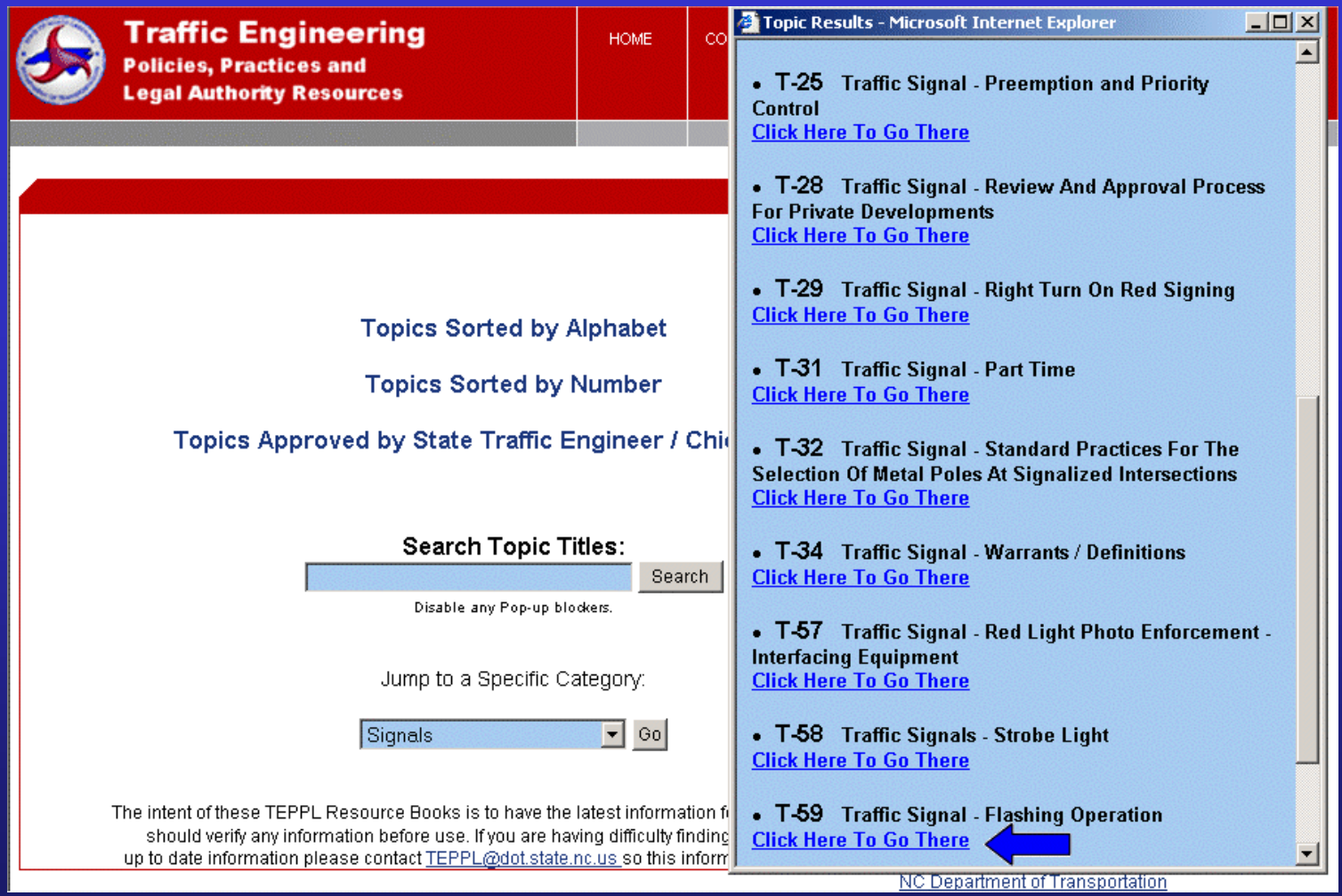
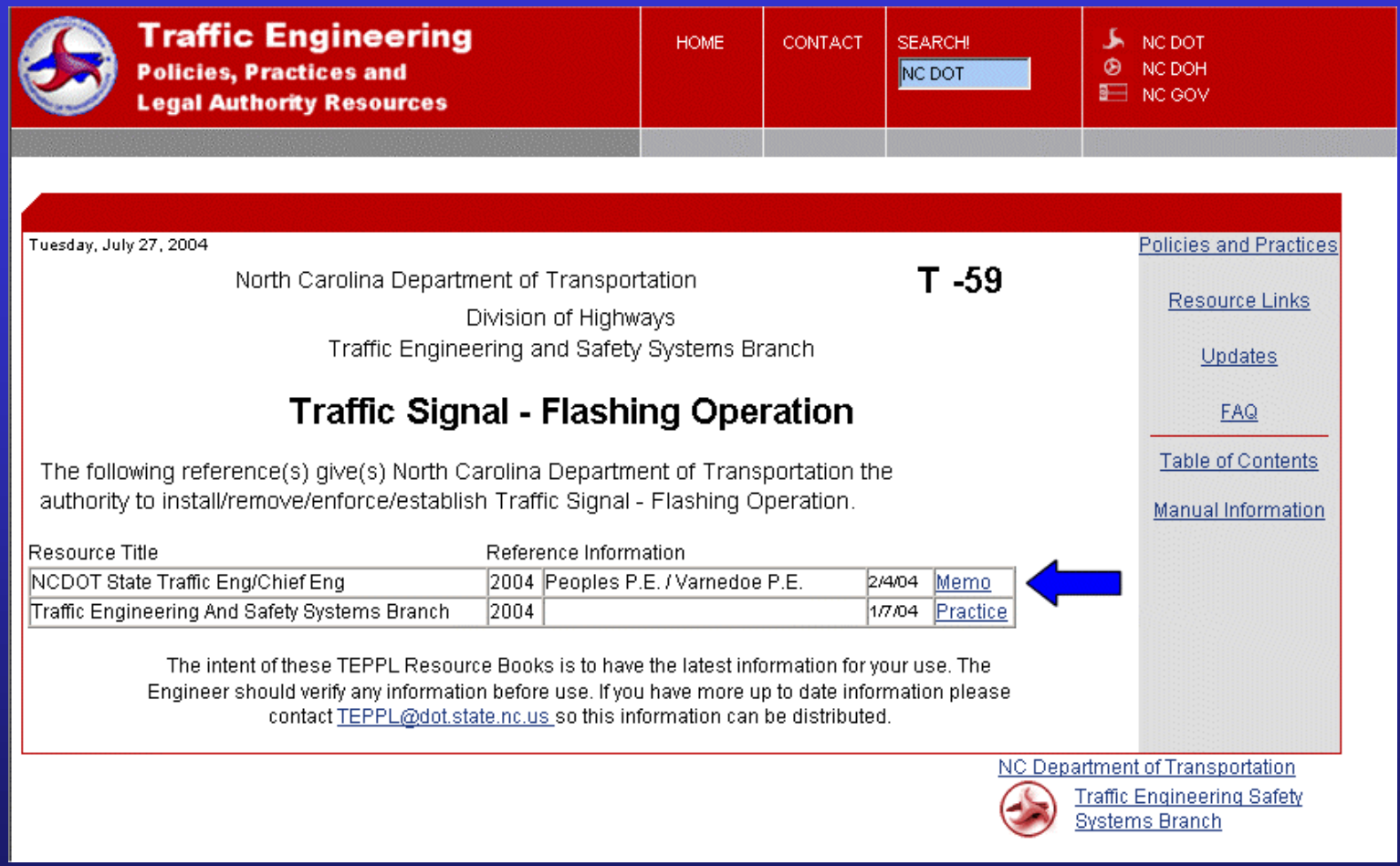


T-59 Flashing Operation



Traffic Engineering
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Tuesday, July 27, 2004

North Carolina Department of Transportation
Division of Highways
Traffic Engineering and Safety Systems Branch

T -59

Traffic Signal - Flashing Operation

The following reference(s) give(s) North Carolina Department of Transportation the authority to install/remove/enforce/establish Traffic Signal - Flashing Operation.

Resource Title	Reference Information			
NCDOT State Traffic Eng/Chief Eng	2004	Peoples P.E. / Varnedoe P.E.	2/4/04	Memo
Traffic Engineering And Safety Systems Branch	2004		1/7/04	Practice

The intent of these TEPPL Resource Books is to have the latest information for your use. The Engineer should verify any information before use. If you have more up to date information please contact TEPPL@dot.state.nc.us so this information can be distributed.

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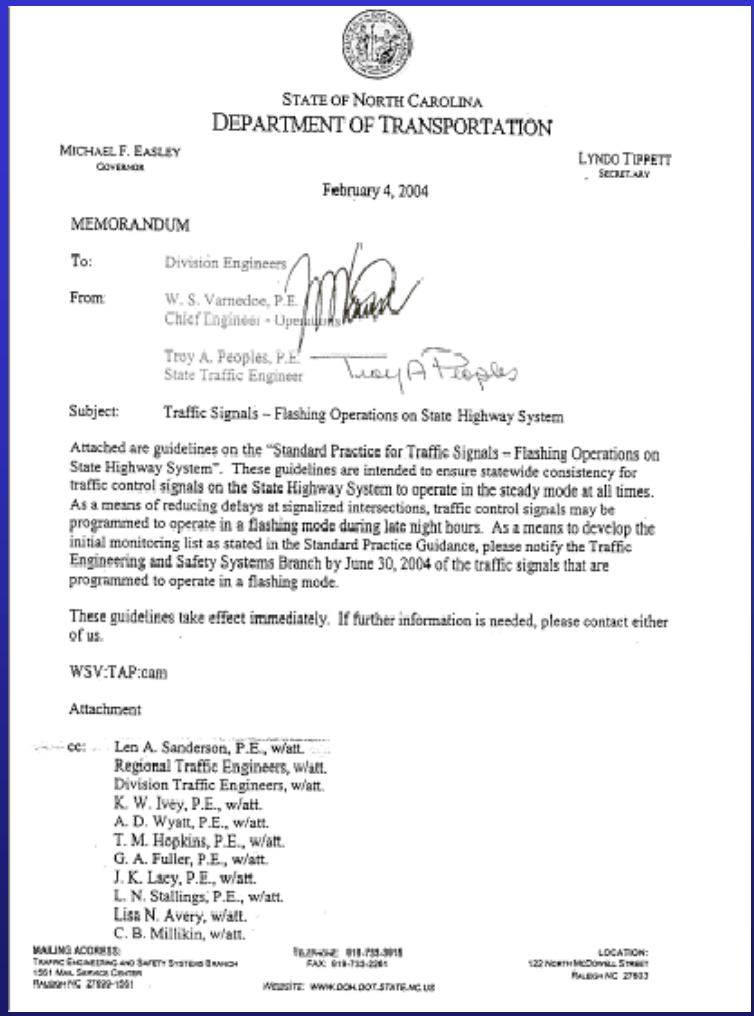
T-59 Flashing Operation



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

February 4, 2004

MEMORANDUM

To: Division Engineers

From: W. S. Varnedoe, P.E.
Chief Engineer - Operations

Troy A. Peoples, P.E.
State Traffic Engineer

Subject: Traffic Signals – Flashing Operations on State Highway System

Attached are guidelines on the "Standard Practice for Traffic Signals – Flashing Operations on State Highway System". These guidelines are intended to ensure statewide consistency for traffic control signals on the State Highway System to operate in the steady mode at all times. As a means of reducing delays at signalized intersections, traffic control signals may be programmed to operate in a flashing mode during late night hours. As a means to develop the initial monitoring list as stated in the Standard Practice Guidance, please notify the Traffic Engineering and Safety Systems Branch by June 30, 2004 of the traffic signals that are programmed to operate in a flashing mode.

These guidelines take effect immediately. If further information is needed, please contact either of us.

WSV:TAP:cam

Attachment

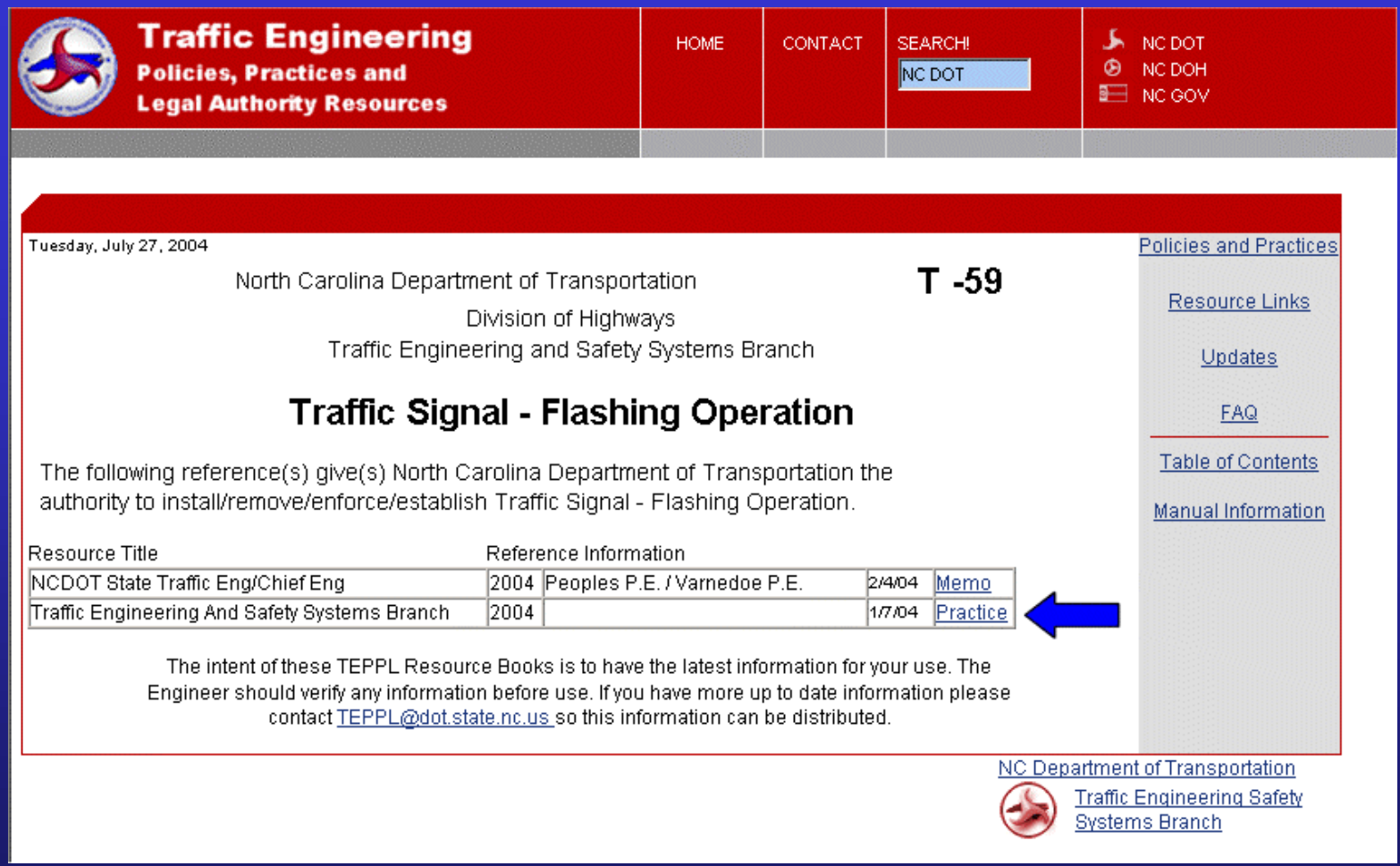
cc: Len A. Sanderson, P.E., w/att.
Regional Traffic Engineers, w/att.
Division Traffic Engineers, w/att.
K. W. Ivey, P.E., w/att.
A. D. Wyatt, P.E., w/att.
T. M. Hopkins, P.E., w/att.
G. A. Fuller, P.E., w/att.
J. K. Lacy, P.E., w/att.
L. N. Stallings, P.E., w/att.
Lisa N. Avery, w/att.
C. B. Millikin, w/att.

MAILING ADDRESS:
TRAFFIC ENGINEERING AND SAFETY SYSTEMS BRANCH
1561 MAIL SERVICE CENTER
RALEIGH NC 27699-1561

TELEPHONE: 919-733-3915
FAX: 919-733-2261
WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
122 NORTH MCDOWELL STREET
RALEIGH NC 27603

T-59 Flashing Operation



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Tuesday, July 27, 2004

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DEPARTMENT OF TRANSPORTATION

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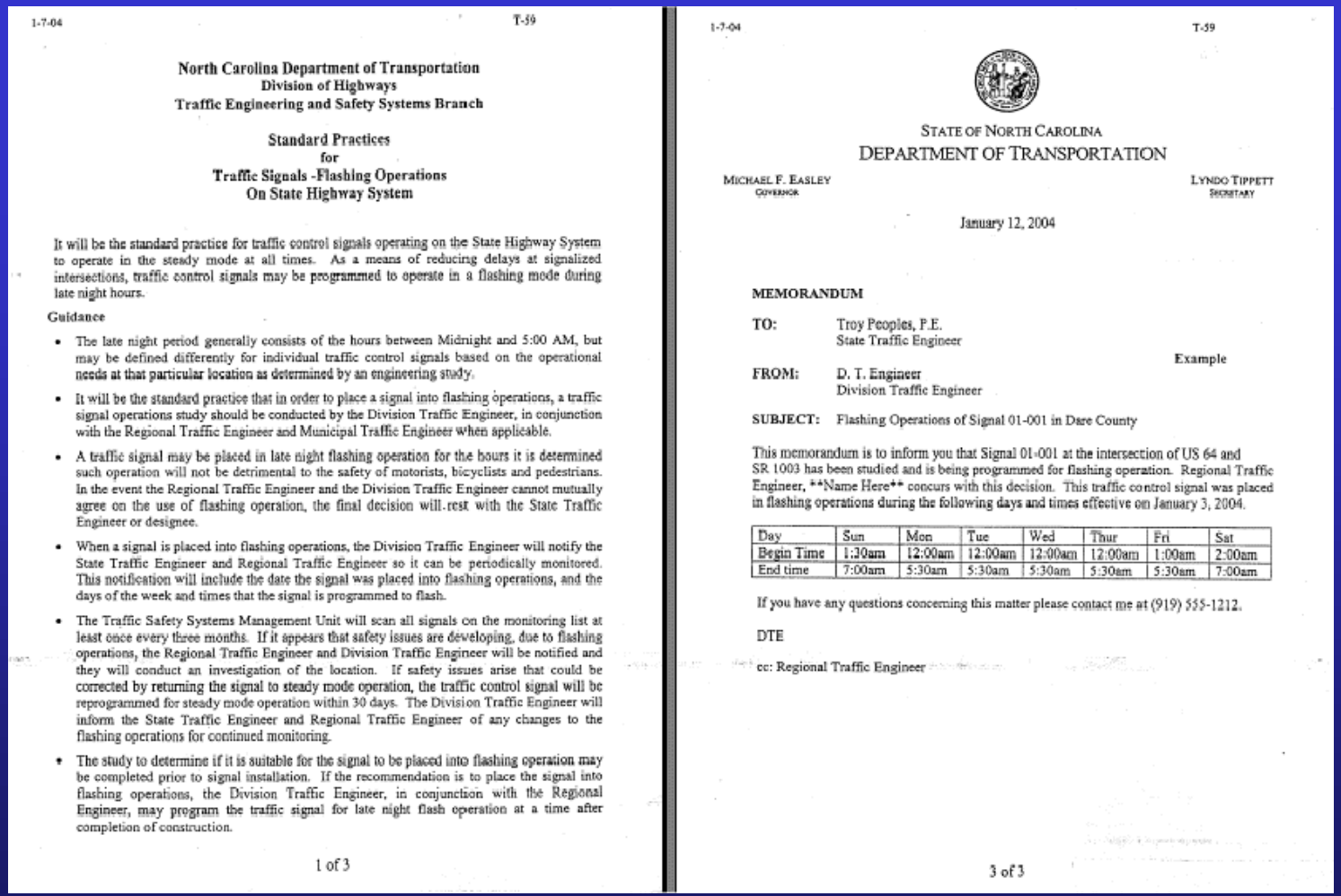

1-7-04 T-59

North Carolina Department of Transportation
Division of Highways
Traffic Engineering and Safety Systems Branch

Standard Practices
for
Traffic Signals -Flashing Operations
On State Highway System

It will be the standard practice for traffic control signals operating on the State Highway System to operate in the steady mode at all times. As a means of reducing delays at signalized intersections, traffic control signals may be programmed to operate in a flashing mode during late night hours.

Guidance

- The late night period generally consists of the hours between Midnight and 5:00 AM, but may be defined differently for individual traffic control signals based on the operational needs at that particular location as determined by an engineering study.
- It will be the standard practice that in order to place a signal into flashing operations, a traffic signal operations study should be conducted by the Division Traffic Engineer, in conjunction with the Regional Traffic Engineer and Municipal Traffic Engineer when applicable.
- A traffic signal may be placed in late night flashing operation for the hours it is determined such operation will not be detrimental to the safety of motorists, bicyclists and pedestrians. In the event the Regional Traffic Engineer and the Division Traffic Engineer cannot mutually agree on the use of flashing operation, the final decision will rest with the State Traffic Engineer or designee.
- When a signal is placed into flashing operations, the Division Traffic Engineer will notify the State Traffic Engineer and Regional Traffic Engineer so it can be periodically monitored. This notification will include the date the signal was placed into flashing operations, and the days of the week and times that the signal is programmed to flash.
- The Traffic Safety Systems Management Unit will scan all signals on the monitoring list at least once every three months. If it appears that safety issues are developing, due to flashing operations, the Regional Traffic Engineer and Division Traffic Engineer will be notified and they will conduct an investigation of the location. If safety issues arise that could be corrected by returning the signal to steady mode operation, the traffic control signal will be reprogrammed for steady mode operation within 30 days. The Division Traffic Engineer will inform the State Traffic Engineer and Regional Traffic Engineer of any changes to the flashing operations for continued monitoring.
- The study to determine if it is suitable for the signal to be placed into flashing operation may be completed prior to signal installation. If the recommendation is to place the signal into flashing operations, the Division Traffic Engineer, in conjunction with the Regional Engineer, may program the traffic signal for late night flash operation at a time after completion of construction.

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1-7-04 T-59

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY, GOVERNOR — LYNDO TIPPETT, SECRETARY

January 12, 2004

MEMORANDUM

TO: Troy Peoples, P.E.
State Traffic Engineer

Example

FROM: D. T. Engineer
Division Traffic Engineer

SUBJECT: Flashing Operations of Signal 01-001 in Dare County

This memorandum is to inform you that Signal 01-001 at the intersection of US 64 and SR 1003 has been studied and is being programmed for flashing operation. Regional Traffic Engineer, **Name Here** concurs with this decision. This traffic control signal was placed in flashing operations during the following days and times effective on January 3, 2004.

Day	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Begin Time	1:30am	12:00am	12:00am	12:00am	12:00am	1:00am	2:00am
End time	7:00am	5:30am	5:30am	5:30am	5:30am	5:30am	7:00am

If you have any questions concerning this matter please contact me at (919) 555-1212.

DTE

cc: Regional Traffic Engineer

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Traffic Engineering

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DEPARTMENT OF TRANSPORTATION